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HONGKONG, FRIDAY, MARCH 26TH, 1909.

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## AUCTIONS

# PUBLIC

THE Undersigned has received instructions from MADAME MARTY, to Sell' by I . Public Auction,

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# Hongkong, 23rd March, : 199. PUBLIC AUCTION

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ON TUESDAY AND WEDNESDAY, the 30th and 31st March, 1909, commencing each day at 2 P.M., A FINE COLLECTION OF

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A small quantity of FANCY TWEEDS, SERGES, &c., in Suit Lengths. (A few lots of Yamatoya (Japanese) CREPE SHIRTS will also be put up for sale).
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All comforts of a home.

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and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

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and its excellent English catering and cooking. It adjoins good Golf Links and overlooks Sen on South and Wost. Climate sunny and

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Hongkoug, 12th March, 1909.

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## A.S. WATSON & CO.. LIMITED,

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Hongkong, 12th February, 1939.

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All letters for publication should be written on one side of paper only.
No anonymously signed communications that

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is

limited. Only supply for Cash. -Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box., 34. Telephone No. 12.

MARRIAGE. On the 24th Murch, at St. John's Cathedral, Hongkong, by the Rev. F. T. Johnson, M.A. GEORGE GRANVILLE SUTHERLAND, Youngest con of the late Rev. W. Forsyth, D.D. of Abernethy, Strathspey, N.B., to MARGUERITE ELIZIBETH older daughter of the late Frank Moir, Esq. o. DEATH.

At Tientsin on the 8th inst . FREDERICK PERRIN Cooles formerly of Japan, aged 49 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET. EC



HONGKONG, MARCH 26TH 1909.

NATURALLythe Chinaman is an Engineer; no people in the world, in fact, possess to the same degree the talent for construction. Everyone who has ever had to do with, Chinese mechanics, or even the ordinary bearing coolie, knows with what instinctive readiness he mast rathe main principles of the task required, whether it be merely bearing a burlet in the most effective manner, or whether the work required is connected with some apparently abstruse function of steam or electricity. No nation on the earth, again, has such facility in organising labour, as may be seen any day in the enormous and often uncouth loads carried about our streets any day; where the labour is so sub-divided that a task in other hands requiring long preparation, and probably a huge mass of machinery, to be dismantled immediately afterwards, is accomplished with seeming ease as if it were a thing every one understood, and wherein each falls at once into his allotted place. to a lucrative post; both would have money Withal this, it seems to one unaccustomed to the habits and mode of thought of China all one to the shark concerned whether the engineering task undertaken by the Chinese fortunate peasant, or was contributed, in goods to the Siberian port before it was closed people as a nation ha uitirly broken down; trust to the directors by their thur holders, to free imports.

when imbecility and wrong beadedness have exhausted the resources at command, to be recalled at a ruinous expense to undo the work of the native bungler.

Of course for this condition of affairs

there is more than one contributing cause,

all converging, however, to the one point; One of these is the national falling of "cocksuredness," which genlers every native so assured of his own self-inspiration that asking for advice is superfluous, if not actually criminal. This is, however, not so much a national as an acquired characteristic. For centuries China undoubtedly took the lead in her own world; her word in politics, in law, and in culture, was allsufficient, and there existed no power to gainsay it. The situation was fatal Chinese power of analysis, and the mathematical power naturally well developed in the race, from want of use became atrophied. The late ALEXANDER WYLTE, a competent judge, than whom no min knew better his Chinese, always held a high opinion of the Chinese people as mathematicians, evinced in the readiness with which the few who devoted thems lves to the study could master the most difficult equation. With the great majority from want of use the faculty \$52.00 had become extinct. Engineering to date has, of course, its foundations deep in mathematics, and the engineer who fails to grasp this vital fact can make but poor progress in the art. It is here mainly that the ordinary native Chinese fail. Put to solve a difficulty beyond the ordinary every day experience, the Chinese engineer in vain appeals to his rule of thumb formum and without the requisite groundwork of science to work out for himself a new formula suited to the particular case, he flounders about in the darkness wraps of disused garments, that the patient | might have usefully added this to his sugfails to respond to the stimulu. The so- gestive report on the Chihriang Railway. called "education" of centuries, so far from acting to draw out the natural abilities of the Chinese people, has had the directly contrary effect, and has hopelessly ent wined them in a net of confusion.

. The one exception here to the rule we have mentioned goes of itself to prove its truth. Quietly, an I without ostentation, the railway from Peking to Kulgan has been advancing to comp'etion under a Chinese | Manchuria, China and India during last year engineer, who has shown himself competent for a difficult task. The talent and the power of applying to a useful end his own constructive instincts, are it is true, altogether Chinese; but the training has been as significantly foreign, and foreign of the best type. It has not here been a case of have already appeared in other papers will be smart missionary boy sent for a few months to a second-rate Western school to pick up some superficial information, -just enough to confirm his own ignorance. The Chinese Eugineer will in the future, as in the past, be able to achieve great things; but his entire system of training, his A. B. C. in effect, whether in literature or in physics, must be carried on on entirely different lines; and here we are sorry to have to add that by far the greater part of the sa-called "education" of the foreign school has little the soul-destroying mannerism of the archhumbug Chuni, on whose mental incapacity must rest much of the blame for the general

But an even more potent cause for the failure of Engineering enterprise in China, so characteristically described by the Times Correspondent, and to which ample testimony can be borne, is to be found in the false system of administration which the neglect of centuries has brought to a head, and which culminated under the late i mpress Dowager. In most countries -in a rudimentary state it may be after a protracted debate, it was agreed to wind allowed in some, -some punishment is award- up the concern. ed, n minally at least, for dishonesty. Cain t on the contrary has acted as if di-h mesty were the virtue, and honesty the crime to be met with condign punishment. No houest meins existed in Poking for providing for the actual expenses of admini- Bluff 96 houses suffered damage more or less stration, but as they had to be provided dis- severe, and 294 were slightly damaged, the cost honesty came to the front. A jealous Govern- being estimated at 25,000 yeh. But in addition ment was not content to heave such im portant organisations as Rullways were likely to become, in private hands; that under an imperious ruler like the Empress Downger was not to be thought of, so Peking concerned itse'f in appointing "directors." far so good. But the Empress Dowager's satellites saw no difference between a railway director and a taot'si (say) appointed passing through their hands, and it was an incomprehensible enigma that every money were to be squeezed out of the un-

and the foreigner whom it was their boasted for the purpose of building the railway. intention to oust has at the last moment, There was money in sight, and the shark saw it: that surely was sufficient. The lady at the helm could not be expecte i to trouble herself about such indifferent trifles, and reasoning from past experience, it was an incontrovertible fact that all officials were of necessity dishonest, and it was as well to punish them before the fact—and more pro. fit ble-than to wait till something wrong had been actually done. The Railway directors, who willy-nilly had been turned into officials, were of course dishonest, and should be milked; Peking too had many impecunious relations, and it was a matter imprisonment. of piety that these should be provided for, so they were palmed off on the directors to do the best they could for them. It was true that for these purposes accounts had to be cooked, or suppressed altogether; but what of that? When did Peking over

trouble itself about accounts? Of course it was easy to fling the stone at the directors; Peking has lately,-and it is one of the worst faults of the new, Regency that still makes use of the old weapon,been talking free'y about the in quity of the provinces, and the Railway Directors, (witness the Tientsin-Puk'eo line,) have not been spared. But who got the squeezes that forced dishonestadministration on the Direc-Dowager, nor to the presumably purified Regency of to-day; but it is notorious that the hangers-on of the yamens from the most filthy and disgusting vices, are of all others the selected ones to whom are permittted to flow the life-blood of the Empire; and who are at the instant the chief recipients of the loans provided by a confiding public at hom?, who with a confiding innocence worthy of a better object, fondly each instant wandering further from the imagine that their contributions are true solution. The defect is not to be taken being utilised for the construction of railas congenital; the ability still exists but ways; and are thereby advancing the well has been so overlaid with unwholesome being of China. The Times Correspondent

> The German mail of the 24th February was delivered in London on the 24th inst.

Another case of plague from Kowloon City was reported yesterday.

Industrial : chool to accommodate 800 boarders.

The export of Japanese cigarettes to Korea, is roughly estimated at about 1,000,000,000 lbs., of which 800,0 0,000lbs were consumed in Korea and Manchuria.

with thanks, the following donation to the funds | black cur." of the Hospitals :-

Dairy Farm Co. Ltd ... ... ... \$100

The Commandants and Officers of the German Detachments of Tientsin and Peking were received in Audience by His Highness the Prince Regent on March 11th and the larger part of the German Detachment left Tientsin by steamer on Sunday the 14th inst. The Detachment is proceeding home by the steamer

more tendency to develop the intellect than Court, were visitors to the Supreme Court Club the complainant refused to allow him to Hinckley was accommodated alongside Mr. C. D. Melbourne, Deputy Registrar, until the office of the Tramway Company. adjournment of the Court.

> According to a report in the Osaka Jiji the Oriental Glass Manufacturing Company, which was organised with joint Japanese and foreign capital amounting to Y2,000,000, and erected a great factory at Noda, Osaka, has got into serious difficulties. Recently a meeting of promoters was held, at ended by Baron Shibusawa and Messrs. Okara Kihachiro, Murai Kichibei Loonen, and another foreign gentleman, and

> The earthquake shock experienced at Yokohama on the 10th inst. is described by Mr. E. J. Moss, one of the oldest foreign residents of the port, as the worst he has experienced during a residence of forty years. On the Yokohama to this much damage seems to have been done to private collections of Japanese porcelain.

The Nagasaki Press states that news was brought by the Kamikawa-maru which arrived at Nagasaki on March 9th, to the effect that goods recently brought by some sixty British and German steamers to Vladivostock amounted to about 50,000,000 yen in value. Further imports were expected; consequently duty which it was anticipated would be collected during the forthcoming four years seems to have been lost. Business is in a dangerous state on account of speculative imports. Japanese in Fusan, Korea, chartered steamers for sending

At the Marine Magistrate's Court yesterday before Commander Basil R. H. Taylor, R.N. two boatwomen were charged with causing an obstruction to Observation Street steps. One raised the excuse that she was landing a coffin,

cement. The defendants were fined \$2 each. The master of a licensed passenger boat was proceeded against before Commander Taylor, R.N., at the Marine Magistrate's Court yesterday for being alongside the s.s. Merapi while that vessel was under way. He pleaded not guilty, remarking that he was not made fast. After hearing evidence his Worship imposed a fine of \$50, the alternative being two months'

while the other said she had been landing

EUROPEAN AND HIS TRAM FARE. INTERESTING CASE AT THE MAGISTRACY.

At the Magistracy yesterday, before Mr. Wood. A. G. Pile, of the Naval Yard was summoned for having assaulted a tramway inspector. Mr. Steavenson appeared to prosecute and Mr. Otto Kong Sing defended.

Mr. Steavenson stated that on the evening of the 2nd March defendant and his wife boarded a tram car at Observation Place, travelling west. When the conductor applied to the defendant for his fare he produced a monthly ticket, and when asked for the fare of the lady he said he had a ten dollar note which he would give if the conductor would give him Hongkong money in return. The conductor said he had not tors; and who appointed the inefficient and enough Hongkong money and asked defendant utterly useless officials? It is no credit, to sign a chit which would be sent either to the administration of the late to his office in the morning. Defendant refused. to sign his name and threw the paper away. The conductor called the inspector who was the complainant in this case. The latter approached with a view of seeing the tickets and highest to the lowest, the panderers to the defendant again refused to pay the lady's fare The complainant, according to his instructions would not allow a passenger to alight who had not paid his fare, and ordered the motorman not to stop the car, although defendant wished to get off at the Soldiers' Club, and defendant struck complainant and made use of abusive language. The car was stopped at Ice House Street.

The complainant said that if he had not been holding tightly he would have been knocked off the tram when defendant assaulted him.

to stop the car if any passenger refused to pay his fare. He had looked at defendant's monthly ticket but omitted to take his name then. The conductor stated that defendant pushed

the complainant when the car was going. Cross-examined-By "pushing" he meant that defendant tried to push past the complainant who barred his way and would not allow him to alight.

By the Court-Why did he push him?-Per-Japan is providing at Port Arthur a Higher hap he wanted to make him fall down. The motorman said defendant called the in-

spector a black cow.

Do you understand what it means?-It decision to the Hague Tribunal. means black cow.

P. C. Stewart spoke to having been called by the complainant who reported that defendant The Hon. Treasurer of the Alice Memorial had refused to pay the lady's fare Witness and Affiliated Hospitals begs to acknowledge heard defendant say to the complainant "you

> Mr. Otto Kong Sing said considerable correspondence had taken place over the case. Defendant stated that when the conductor

asked for the fares he showed him a monthly vesterday. ticket and produced a \$10 bill asking for change in Hongkong money. The conductor said he had not enough Hongkong money. A few minutes later complainant boarded the car. Defendant showed him his ticket made the same offer as to the \$10. The complainant wanted to retain the ten dollars and send the change next day, but he The Hon. R. H. Thayer, Judge Wilfley's refused. He offered to send the ten cents successor at the United Sates Court at Shang- to the office next day but the complainant hai, and Mr. F. E. Hinckley, clerk to that refused. When the car reached the Soldiers yesterday. Judge Thayer was seated on the alight. He went to get off but did not assault bench with Sir Francis Piggott, while Mr. | complainant who stood in his way. Next morning he reported the matter to the head

> Cross-examined -He was not asked to give his name to the conductor. He was asked if he would write his name and he said he would not doso. He said he would send the ten cents to the office in the morning. He did not do so until the 7th. He refused to show his ticket a second

Mr. Steavenson-That is a breach of the conditions under which the monthly tickets are issued. They must be produced when asked by the company's servants.

His Worship said the inspector accelerated the assault. He imposed a fine of \$5 on defendant.

### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-On the 25th at 12.05 p.m.—The barometer has fallen very rapidly at Nemuro owing to the depression, which is moving into the Pacific in the neighbourhood of that Station.

Except over E. Japan and the Bonins, pressure has increased generally, particularly ver W. Japan, the Loochoos and S. China. The anticyclonic area remains over the Yangtze Valley. Strong N.E. winds may be expected in the

Formosa Channel and strong N. and N.E. winds to gales over the N part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows :-Hongkong & Neighbourhood. | N.E. winds, fresh; fine, N.E. winds,

Formosa Channel ..... South coast of China between } Same as No. 1 Hongkong and Lamocks. South coast of China between | Same as No. 2. Hougkong and Hainan ...

# ELEGRAMS.

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"DAILY PRESS" EXCLUSIVE SERVICE.

THE JAPANESE DIET. Tokyo, March 25th.

The Japanese Diet has closed. Forty Government measures have been passed.

There was a great contrast in the Bills introduced by the different Parties.

The Pari Mutuel Bill has been rejected by the Peers.

### UNFRIENDLY TO JAPAN.

Tokyo, March 25th.

It is reported that M. Ijuin, Japanese Minister at Peking, has advised China to abandon the proposal to refer the Manchurian disputes to the arbitration of Persistence in the Hague Tribunal. proposal would be considered unfriendly to Japan.

FREUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

### THE NEW ZEALAND DREADNOUGHT ACCEPTED.

LONDON, March 24th.

Asquith read a telegram which had but because it has more money than it can been sent by the Earl of Crewe, proposed to return to the shareholders five taels Secretary of State for the Colonies, to per share. The petition asks that the capital Cross-examined-His instructions were not Lord Plunkett, Governor of New Zealand, gratefully accepting Colony's offer of a Dreadnought.

### CHINA AND JAPAN.

LONDON, March 24th. The Peking correspondent of "The Times" reports that China has formally proposed to Japan that the differences between the two Powers re-Cross-examined-He called him "a black garding Manchuria be submitted for

### EXIT LORD CHARLES BERESFORD.

LONDON, March 24th. Admiral Lord Charles Beresford tion to rescind a receiving order.

hauled down his flag at Portsmouth He thanked the crowd which had

assembled (at the railway station?) to bid him farewell, and emphasized the Admiralty's authority to remove any-

There was a remarkable popular demonstration at Waterloo Station on the Admiral's arrival.

## THE BALKAN SITUATION.

LONDON, March 25th.

The mediation of Great Britain at Vienna has hitherto been unsuccess-"Pourparlers" continue, but the situation is growing distinctly worse.

### THE KING'S UNOFFICIAL DIPLOMACY.

LONDON, March 25th.

Replying to criticisms in the House of Commons regarding the King s visits abroad unaccompanied by the Secretary of State for Foreign Affairs. Sir Edward Grey said His Majesty's special gift for conveying an impression of our goodwill to the countries he visited was a great national asset, the value of which would be impaired if made the occasion of official diplomatic work.

FROM THE "CHUNG NGOI SAN PO."

# PROPOSED CHINESE NAVAL STATIONS.

PEKING, March 25th.

The Chinese Government proposes to use the ports of Chefoo and Taku as Naval Stations.

### FOREIGN CREDITORS.

PEKING, March 25th.

A number of Chinese merchants in Tientsin are indebted to foreign firms to the extent of over Taels 10,000,000

(on goods contracts?). The Board of Foreign Affairs has wired to the Viceroy of Chihli requesting him to ask the Chamber of Commerce in that Province to have the matter settled.

### SUPREME COURT.

Thursday, March 25th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

## A RESOLUTION CONFIRMED.

In the matter of the Weihaiwei Land and Building Co., Ld. Sir Henry Berkeley, K.C., who was instructed by Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Master) appeared in support of a petition to confirm a resolution passed for the reduction of the capital of the Company. The reduction, he said, had been rendered advisable because of the uncertainty of the length of tenure of the island The application was made under sections 59 to 71 of the Companies Ordinance of 1865, and the rules 73 to 91 in the schedule. These sections and rules were identical with similar provisions in the English Companies Act.

His Lordship.-I don't think I have anything. to do with the motive?

Sir Henry Berkeley-You have in a way when you come to consider the further prayer of the petition to permit the words "and reduced" to be dispensed with. The motion is mentioned to show that the Company is not reducing its capital because of any losses, or In the House of Commons Mr. because it is in any way likely to be insolvent, hispose of profitably. For this reason it is be reduced from tacks 250,000 divided into 10,000 shares of taels 25 each, to Taels 200,000

the divided into 10,000 shares of Taels 20 each. His Lordship-What is the object of the Company?

> Sir Henry Berkeley-The object was to acquire land and buildings in Weihaiwei. His Lordship found the papers in order, and granted the petition.

### IN BANKRUPTCY.

THE RULE OF PUBLIC EXAMINATIONS. His Lordship referred to a rule mentioned by Mr. Grist a fortnight ago regarding the time when a public examination should take place. He said he had discussed the matter very fully with the Official Receiver, and had come to the conclusion that the English practice must prevail, and that a public examination could be held at any time; and adjudication could come on in accordance with the wishes of the creditors at a public meeting.

A MISUNDERSTANDING. Re the Kwong Yat Cheung firm. Applica-

Mr. G. H. Wakeman, Official Receiver informed his Lordship that this was the case in which he had reason to complain of the conduct of the debtor. He had since seen debtor's solicitor, and thought there appeared to be some misunderstanding, as apparently the debter had been advised that it was not necessary to comply with the requirements of the Ordinance. Since he had gone into the matter he did not see why the receiving order should not be rescinded.

Mr. Grist announced that he appeared in support of the application. The Official Receiver-I think it should be

understood, my Lord, that debters should not be allowed to defy the Court in this way. The debtor was called and questioned by his

You got your notice? - Yes. What did you do with it?-Left it in the

Lordship:

Is that the way you treat all papers that come to you?-I keep them there. Did you read it ?-Yes. And you thought it did not mean anything?

-I did not take it in that light I thought everything was settled, and there was no need You know, it is really contempt of Court;

but the Official Receiver has looked into the matter and agreed to let it pass.-I dare not do it again. His Lordship rescinded the order. A SANCTIONED SALARY.

Re D. R. Captain.

Mr. C. F. Dixon (of Messrs. Hastings and Hastings) who appeared for the debtor, made application for a salary of \$100 to be paid him out of the estate for acting as interim manager of the business. Since the adjudication last Thursday the business had been sold as a going concern. . His Lordship - To whom?

Mr. Dixon-To a gentleman from Canton. His Lordship-Then he is the gentleman to pay the salary. Mr. Dixon-No, bought the he business

from yesterday. The Official Receiver concurs. in the application, and he has endorsed his consent on the summons. The application was allowed.

### CANADIAN CABLE TO JAPAN.

Mr. R. S. Neville, K.C., speaking at a luncheon to the Empire Club in Toronto on the 18th ultimo on "The Canadian Cable to Japan," said he felt that it would be a Canadian contribution to the British Empire. In times of peace it would be found of great commercial benefit for Canada and Great Britain. In time of war it would also be found a splendid auxiliary. The cost, Mr. Neville thought, would be on an average of \$1,100 per mile, and the entire cable from Canada to Japan would cost in the neighbourhood of \$5,000,000.

YESTERDAY'S ENTERTAINMENTS.

The celebration in honour of the visit of the American Squadron were continued yesterday in glorious weather, the scene of attraction being Happy Valley, whither during the morning sailors and soldiers proceeded on foot, or took advantage of the free conveyance provided by the Electric Tramway Co.

The Band of the Rajputs was in attendance, and started the programme as soon as the men began to arrive. A tap on the music stand, and Mr. Coke, the Bandmaster, played the old familiar 'Murikan March, arranged by him for the Manila Carnival, "Marching thro' Georgia' which was loudly cheered and encored. Then followed a crisp two step, re-demanded, and next, "Mumblin' Moss," the cake walk which has been so greatly popularised by this band. Another tune was asked for, after which the bell for dinner sounded, and amidst the applause of quite 1000 men, the band played yet another American march, and the inner man was then seen to by Mr. Hough and his staff.

As on the previous day, one thousand odd men sat down to tiffin beneath the Jockey Club stands, and were as well cared for as before. Arrangements were perfect, and the catering of Ying Kee was excellent. The committee saw every want supplied and the same good fellowship prevailed.

The afternoon was devoted to sport, and the lengthy programme was capably carried through by the combined committee of British and American officers. They had their work cut out. however, for in many of the events the entries were so numerous that the races had to be run off in heats. Nevertheless, they were carried through with surprising celerity, and to the satisfaction of both committee and entrants. Those who won races on the previous day were debarred from entering a similar race yesterday; - thus every man got a fair chance. The sprinting events proved interesting, and Lance-Corporal Andrews maintained his title as a runner second to none in the Colony. Another event which attracted much attention was Putting the Shot. There were numerous entrants for honours in this, but none could approach the brawny Sergeant Gerrard of the Hongkong Police who was deservedly applauded for his lenghty "puts." His distance was 37 feet 3 inches, two feet beyond that of the man, Lance-Corporal Browning of the Buffs, who covered the good distance of 35 feet 3 inches. There was much cheering and laughter over the three-legged race, the pairs going down like ninepins as they missed their stride, while further amusement was afforded by the Obstacle, Sack and Riesha races. The event, however, which aroused most enthusissm was the tug-of-war. There was the same wild excitement over this as on the previous day, the final pull between the Cleveland and the Royal Artillery being an exceptionally good one, and ending in a victory for the Gunners. In the semi-final the Cleveland beat the Chattanooga after a pull of 2 minutes and 19 seconds, while the R.G.A. had a strenuous fight to get the Buffs over the line. Results of

the various events follow: Quarter Mile-1, Lance Corporal Keep, the Buffs: 2, Sergeant Sturdy, H.M.S. Tamar 3. Shipwright Way, H.M. King Alfred. Time - 45 1/5 secs.

Long Jump (standing)-1, Johnson, U.S.S. Cleveland, 8 feet 71 inches; 2, Elliot, Helena . 3. Stanfford, Galveston.

Police, 37 feet 3 inches; 2, Lance Corporal try conclusions with the mother country. It Galveston, 33 feet 61 inches.

220 Yards-1, Shipwright Way, King Alfred; 2, Sergeant Sturdy, Tamar; 3, Beach, Buffs. Time-27 2/5 seconds.

American and four from the British fleets, and four from the garrison-1, andrews, Buffs; 2, being a permanent team which always plays Reed, Buffs; 3, Hill, Buffs. Time-2 min. together, with their fixed places in the field, 5 2/5 secs.

Goodman, Monmouth.

Dray, Buffs; 2, Gunner Thomas, R.G.A.; 3, Pte Elliott, Buffs. A big entry and run in five to drop one of the original selection unless he heats. The winner of the first was disqualified | develops particularly bad form. It would make while the entire number in the second heat were for better bowling because the trundler would disqualified for using their hands in getting | feel more sure of his fiield. No batsman or over the hurdles.

Relay Race, open to any ship, regiment or departmental corp team of four, each competitor to cun 220 yards-1, Buffs; 2, R.G.A.;

3. Denver. Final tug of war between Cleveland and the 87th Company, R.G.A. Owing to its inter. national character, this event aroused the greatest enthusiasm of the day. The Americans had hopes that their greater weight would tell, and they struggled hard in the opening stages. The Artillerymen lay back giving way only slightly, but when their coach gave the signal they turned round and getting their few determined pulls, their victory being acclaimed with the greatest outburst of enthusiasm.

Final 100 Yards-1, Crowley, Tamar; 2, Shipwright Way, King Alfred; 3, Champion, Buffs.

A, big entry and run in two heats. Obstacle Race-1, Tavett, Buffs; 2, Tester, Buffs; 3, Williams, R.G.

Ricsha Race, pairs of different nationality -1, Pascoll, Monmouth, and Shurmann, Galvesten; 2, A ille, Buffs, and Kent, Denver; 3, Evans, Buffs, and Oakley, Chattanooga.

Sack Race-1, Private Marsh, Buffs; 2, Langshaw, Merlin; 3, Scamp, Buffs.

At the close the ceremony of distributing the prizes took place at the grand stand. Lady ERSHINE, presented the prizes, there being also present H. E. Major General Broadwood, Colonel Bayard, Mr. T. F. Hough and others. The prizewinners were heartily applanded as they came forward, ovations being accorded the dual winners-American and British in the ricsha and three legged races.

On the call of Mr. Hough three cheers and a tiger were given for Lady Erskine, this being followed by the playing of the American and British National Anthems.

### MILITARY TATTOO.

Not the least interesting item on the programme entertainments provided for the American visitors was the military tattoo which took place en the Cricket Ground last night. The movements of the large body of Buffs carrying Chinese lanterns afforded a fine spectacular offect, although the actual designs were not apparent to many of the onlookers who had taken up positions on the parade ground and other places in the vicinity as the devices were set to be read from the Hongkong Club side.

The massed bands led the soldiers on to the ground and appropriately played American airs. followed by Irish and Scotch airs, the programme concluding with the "Star Spangled Banner and the National Anthem. The "Last Post" as sounded and the lights were extinguished.

The Hongkong Club was thrown open ladies and the friends of members, and a very large number viewed the Tattoo from the Club verandahs. A supper and dance followed dancing being kept up with great animation until nearly two o'clock.

# LOCAL SPORT.

CRICKET NOTES.

Last Saturday gave us yet another demonstration of the uncertainties of cricket. The "A team who up till their last two matches were quite confident regarding their chances in the league are now right out at the running through sustaining a defeat at the hands of a team which are nearly at the bottom at the League. Artillerymen justified an opinion expressed early in the competition, that they should be second to none, providing they put in a full team. Of course the trouble in Hongkong is that the sporting season being so short, has to provide too many varieties at the same time, Polo, rowing, sailing, football, tennis, etc, each having their adherents, and unfortunately some of our best cricketers are interested more or less in other sports in addition to cricket. Again some of them are Volunteer enthusiasts and as such are worthy of the highest commendation, but it is to be regretted that occasionally volunteer and cricket pictures come together, as is the case next Saturday.

Saturday should see the match at the season-Civils and Hongkong "B" meet on the Club ground. The winning team will be almost cermen, but, having better reserves to call on than deficiency, but being dissatisfied with matches are not of much importance as they can have no bearing on the disposal at the

The difficulties between the Board at Control and the players having been adjusted, the Putting the Shot-1, Sergeant Gerrard, Australian team are now on their way to again Browning, Buffs, 35 feet 3 inches; 3 Austin, has been remarked that the team is not a parti-Cleveland, 33 feet 9 inches; 4, Staufford, cularly strong one, but really the Australian team is always strong. It is generally recognised that the Australians as a rule play up to form better than the home team more. especially in Test matches. This has nothing Half Mile, open to eight starters from the to do with nerve, the reason is more likely to be found in the fact that they are for the time whereas the home team being chosen for their Three-legged Race, 1, Souster, Buffs and | places for their prowess with the bat or ball Williams, Cleveland; 2, Smith, Cleveland and are at times fielding in places different to White, Buffs; 3. Alexander, Chattanooga and where they field in their own Club teams. The remedy for this would be to choose a team of Hurdle Race, 120 yards 10 flights-1, Pte. the thirteen best players and let them play for a month or so against first class teams and never bowler should feel that he is playing for his place in the next match.

### "UMPIRE."

### CHRYSANTHEMUM'S CENTENARY.

It is just one hundred years ago, says the Globe, that a French sailor living near Marseilles went up to Paris by diligence, guarding with the utmost care two precious little flowerpots in which he had specimens of a strange lant. His name was Pierre Blaucard, and on his arrival in Paris, in November, 1808, he obtained an interview with the Empress called for sterling payments in 1903 as follows: other things. Blancard had frequently sailed to service of Boxer indemnity louns, £2.821.420: backs to their opponents walked off after a China and Japan, and there had been service of railway loans, £901,677; total, struck by the beauty of the flower which £7,301,163. To meet these payments we have was held in such high esteem in the Far | the Maritime Customs revenue of, say, £4,000,000 his specimens out of Japan, and in bringing tion), and earnings of railways, which them home safely in the slow sailing vessels of may be roughly put down at £1,000,000. suburb of Marseilles. The chrysanthemum has other sources. The amount to be paid under now appead over most of Europe, and is held in the same headings in 1909 is £7,427,450. where it was known certainly as long ago as the statements of the provincial quota and remitn'ntil century before the Christian era. In tances to the central government represent what Europe there are many societies which are we may call the visible assets of Poking (as devoted to the cult of the chrysanthemum, but distinguished from what the Capital levies in colours which distinguish the flower in China these remittances something between 60 and 70 and Japan, and here in England the gardeners | millions of taels per annum. On this basis the would hardly know what to do without it now fund remaining to the Central Government,

### SERIOUS CHARGE AGAINST A POSTAL EMPLOYEE.

At the Magistracy yesterday William Nattall, clerk in the registration department of the General Post Office, was charged with having fraudulently removed postage stamps from nine-

parcels in the Hongkong Post Office on the 19th inst. Mr. Bowley prosecuted and Mr. Goldring appeared for the defence. Mr. Bowley outlined the case for the prosecution. He stated that defendant was a clerk in the registration branch of the General Post Office where he had been for two or three years. It was his duty to receive parcels handed in by the public after they have been stamped. had nothing to do with the sale of stamps, which are sold by a Chinese shroff who weighs the parcels and tells the persons posting them what they have to pay. After the stamps are affixed the parcel is handed to the counter clerk, who writes out the receipt handed to the person posting the parcel and also writes the counterfoil. He also puts the Post Office chop on the receipt. An. other clerk cuters in a journal-a separate journal being kept for each country-particulars of the parcel posted so that a check is kept on every parcel. If the mail is being closed at once the parcels are packed in a box and despatched after having been checked. A copy of the journal is kept in the office and the other copies are forwarded to the places of destination. the mail is not to be closed at once the parcels are kept in safes; a separate c e for each country On Friday last a number of mails, including the English mail which carries the majority of parcels, and the Calcutta mail were being closed, while purcels were also being received for the Australian mail which did not close until Saturday the 27th inst. Defendant was on duty on that day from 9 a.m. until he was suspended in the afternoon and during that time he was engaged in giving receipts for parcels and in entering parcels in proper journals. Defendant was in charge of the Londoninsured parcels. Mr. Martin was the superintendent of the registration department and the staff under him in charge of the parcels consisted of the defendant and three other clerks. On that day Mr. Martin noticed that the London insured box was not properly fastened and he had it re-opened and repacked, during which it was found that a number of parcels were deficient in postage. His Worship would understand from the system adopted that no receipts could be given for parcels unless they were sufficiently stamped, and he believed it was a rule that if stamps were found to be deficient the counter clerk had to make up the deficiency. In that London insured years. mail box there were three parcels deficient in postage to the extent of \$4-two \$1.50 each and one \$1. It was also discovered that another insured parcel had a clean dollar stamp which from its appearance had evidently been put on after the parcel had been post marked. The counter foils of the receipts for these four parcels were all in defendant's handwriting and the entries in the journal were in his writing, so toin to win the shield. Both teams will be weak; that he alone had handled the parcels. The three of the Civils will be volunteering and Hong- matter was reported to the Postmaster-General kong "B" will be short of some of their best who called upon the defendant to explain the their opponents will probably win. The other replies suspended the defendant. All the

parcels in the office were checked afterwards, and it was found that six parcels in the safe for the Australian mail which had been received by the defendant were deficient in postage. On the first parcel there was no postmark and no stamp. The postage ought to have been \$1. On the second parcel there was a 20 cents stamp instead of 50 cents, on the third there were no stamps at all, the postage being \$2, on the fourth parcel, the postage of which was \$1, there was no stamp, on the fifth, the postage of which was \$1.50, there was no stamp; and on the sixth parcel, the postage on which was \$2 there was no stamp. The matter was reported to the police with the result

that P. S. Watt called at defendant's house and after charging him with the offence stated asked him if he would consent to be searched. Defendant turned out his pockets and produced a number of stamps some of which were clean and some defaced. (lean stamps could always fetch their face value and defaced stamps had a value for collectors. Several of the stamps found in the defendant's pockets were the appro- all possible question of doubt that he is a better priate stamps for the parcels from which the stamps were missing although they did not account for all the deficient postage. Defendant was arrested and the following day he made a statement in which he said that he had picked

up the stamps on the floor of the Post Office. Mr. Martin then gave evidence in support of the opening statement.

After other evidence was heard, the case was adjourned till to-day.

### CHINA'S SERVICE OF LOANS AND

REVENUE.

China's foreign loans and indemnity service Josephine, who was devoted to flowers, among -Service of leans raised before 1902, £3,575,066; East. He had the greatest difficulty in getting [ (deducting 10 per cent. for cost of collecthose days; but he succeeded, and managed to leaving a balance of about £2,000,000 (say grow the plant in his garden at Anhagne a 15 millions of taels) to be supplied from almost as great esteem as it is in the Far East, suming that the Board of Revenue's annual probably the growers never attain the splendid kind and in secret levies), we may estimate after discharging its obligations abroad to

meet all the needs of the Palace and Metropolitan Boards, may be estimated at Tls. 50,000,000 say £7,000, 00-i.e. the revenue of a second rate European Principality. It has for some time been apparent to the more enlightened among Chinese officials that no country having pretensions to a place among the Great Powers of the world can continue thus to administer its affairs, and that, in the absence of financial reorganisation, the Chinese Empire stands in imminent peril-of insolvency (in spite of its undoubted resources), and thereafter to administration of its estate by a commission of its creditors. The men who now govern China, the party which has made its way to power since the death of the Emperor and the commencement of the Regency, are identified almost to a man with the hand to mouth policy and the old traditions, and it will require something more than the polite commonplaces of diplomacy to convince them of their danger, and their parlous financial state.-Chinese Public Opinion.

### THE NAVIES OF THE NATIONS.

According to the Austrian Press, Austria is about to make a bid to become Mistress of the Adriatic To that and Austria must overcome Italy's Navy, and three battleships, each to be of 20,000 tons, are to be laid down at once by

The British battleship Bellerophon, the second of the Dreadhought class completed at Portsmouth, has been commissioned at Portsmouth by Captain Evan Thomas. She will at once be ready to take up ber position in the Home Fleet at the Nore, where she replaces the battleship Victorious which will be reduced nucleus crew. The Bellerophon is, remarks the Standard, larger than the Dreadnought, having 900 tons more displacement, and, though similarly armed with ten 12-inch guns of the latest pattern, possesses several improvements in the matter of general equipment, range of fire, and fire control, her electrical installation being far in advance of that of any ship affoat. She carries a completment of 870 officers and men. The Bellerophon will not be accommanied immediately by the Breadnought, which has to undergo certain trials on completion of dockyard refit before returning to her station.

The Spanish Government has awarded to a warships and constructing a great dock at like £8,000,000. The firms in association are Co.; Armstrong, Whitworth, and Co.; John Thornycroft and Co.; The Parsons Turbine Company; and Sir John Jackson (Limited). The latter firm, which carried out the Keyham Extension scheme, are undertaking the construction of the great dock at Ferrol, and will dredge and improve the present docks. In take people in?" compliance with a law the new vessels will all have to be built in Spain, whether simultaneously with the construction of the docks is not yet stated. At any rate, before the finishing touches can be put to the warships they will have to find accommodation in the new dock.

It is curious to note what an amount of speculation is again rife in the naval circles of all the principal naval Powers, in regard to the eventual disposal of the Brazilian battleships of country writes the naval correspondent of a develop a successful one." London paper. As far back as the early part of last autumn this question was discussed in done. It isn't possible in all cases, but it cer-Berlin, where it was anticipated that the ships tainly is in some. I'll tell you one. I had a would eventually fly the White Ensign, since brother who started in the City with a timid. the purchase of the Swifture and Triumph was a | shifty-eyed, chinless. come-and-bit-me sort of recent precedent for such a manouvre on our part. | face. Of course, he did no good. He married It may be imagined that the conclusion that a woman who for some reason adored him, and the Brazilian battleships were bound to be pur- now he's a different creature. She gave him chased by this country-and no one ever confidence. He made up his mind to do well seemed to doubt that they would be for sale on | for her sake. Now his glance is steady and h completion-brought Britain in for a good deal | chin sticks out, and his face has got success of abuse for thus making the South American Republic a medium through which the nefarious. trick of rapidly increasing her Navy might be carried out. The question, however, is still an open one; but every month that passes and brings the completion of the ships nearer lend intensity to the speculation of who will eventually buy them from the builders. Russia had more money on hand there would probably be but little objection in any direction to her purchasing these ships, to help to form the nucleus of a modern fleet which would again restore that Power to her old naval position in the European Concert. It would certainly not be Britain who would object to such a nation making the purchase, for if the ships are to be sold to a European Power Russia is the country could absorb them without seriously disturbing naval balances.

## GREAT BOXING CONTEST.

SUMMERS DEFEATS BRITT.

In the decisive international battle conteste at the National Sporting Club last month Johnny Summers, of London, proved beyond mar than Jimmy Britt, of San Francisco. An even larger crowd of members and friends, assombled than that which witnessed the contest between Moir and Burns a year ago.

The men were articled to box twenty round of three minutes each at catch-weights for a purse of £800 and £100 stake money a side making a total of £1,000. Britt weighed several pounds the heavier of the two. In spite of this Summers won easily on points at the end of twenty rounds.

Mr. A. F. Bettinson, manager of the club, acted as M.C., while the refereeing was in the capable hands of \*r. Eugene Corri.

The referee's was an arduous task, for he had perpetually to come between the two men, and it was not long before he had to divest himself of his coat, and at the close of the evening he seemed a good deal more tired than either of the

Summers showed really remarkable quickness and cleverness at times. He brought off beautiful " left-right" with such quickness that the blows could scarcely be seen.

fter his opponent had been declared the winner, Britt stepped into the centre of the ring and made a short speech. He acknowledged that the referee's decision was just, but, despite this, considered himself the better man. Before the big battle the well-known wrestlers

Gotz, of Germany, and Irslinger, of ustria. met in a contest of ten rounds. These men had put up an excellent match previous to this, but there was a disappointment on this occasion, for the German came back on his antagonist and knocked him out in the second round.

### LATEST STEAMER MOVEMENTS.

The Swedish sir. Peking has left Singapore | hoped she will not abuse the power thus given on 24th instant, afternoon and may be expected to her; for the abuse of it can be of no possible here on or about Wednesday, the 31st inst.

THE SUCCESSFUL FACE.

CHARACTER IN A GLANCE.

After reading the latter in The Daily Mail the man with the "unsuccessful face wrote "H. H. F." I walked through the City trying to pick out by their features the successful nien. But it was not a satisfactory game, for I had no means of telling whether I was right or wrong. So I went into the office of a stockbroker with a big business, who knows everybody, and asked him to come and lunch at a restaurant much frequented by prominent

We chose a table which gave us a good view of the place, and I began my observations. "Now," I said, "tell me if my diagnoses are correct. That fellow there with the lively eyes and the alert look and the impudent snub nose. he's successful, I'm sure. He hasn't got much chin, but he looks as if he never missed an

opportunity. "No, he never does. But he has this peculiarity. If he meets with much opposition he let's go and tries something else. Now that chap with him-

"You mean the bull-dog face with the great square chin and deep-set eyes?"

"That's it. Well, he's successful in another Whatever he takes in hand he pushes through. But it isn't the sort of face which helps most here in London. It's too determined, too doesn't attract people. It makes them "rather afraid. See now, sitting down there to the right -that's a man who's made a huge fortune chiefly by means of his face. He's get a firm chin all right, but it isn't prominent. His eyes can go as hard as steel, but usually they have a twinkle in them. He's the most popular man the City. Even the people whom he has bested over and again can't help liking him. He began with nothing. His first step after he'd learnt the ropes was to persuade a big house to take him into partnership. It was simply his face that did it.

"Whit a bit." I said. "Arent's you con fusing looks with manner? Surely a selfconfident face is no good without a self-confident bearing. Doesn't a man's behaviour and talk-his atmosphere general-count for even more than appearance P"

CHARACTER THAT TELLS. "Well, in a successful man they go together as a rule. If a man has fishy eye and a small, shapeless nose and a retreating chin, his atmos-British syndicate the contract for building new phere will be clammy and repellent. You may be sure he'll never get any help from his face. Ferrol, involving altogether a cost of something But the man with the persuasive manner; beneath which lurks tremendous energy. you Vickers, Sons, and Maxim; John. Brown and always find that he's got the keen, bright eye and the large, imaginative nose and the strenuous, persevering chin to go with it. Why! Because it's character that influences appearance. What a man is reveals itself to you in his face.

"According to that, one ought to be able to tell a scoundrel at once. How is it they so often "Simply because they happen to be, not

scoundrels only, but exceptionally attractive. interesting men. Probably if you studied face of the big. clean-shaven man in that corner you would find lines here and there which would betray the fact that The contract is understood to cover a number of | he is one of the worst sharks in the under-world of finance.) But the general impression you get is that he possesses a strong, in tellectual sympathetic, humourous face. His villainy is only a part of his character, you see.

"Then you think that we can change our faces, that if the man with the unsuccessful the Dreadnought type, now building in this face' went the right way to work he could

"I don't think it I know it. . I have soon it written all over it."

### LOANS FOR THE CANTON-HANKOW RAILWAY.

A Peking contemporary states that the negotiations between Mr. Bland, representing an English syndicate, and H. E. Chang Chih Tung, for a loan for the canton-Hankow Railway, have fellen through. It is stated that an agreement has been signed between The Deutsch Asiatic Bank, and H. E. Chang Chih Tung, -whereby, the German Bank loans the sum of £3,000,000 sterling. The terms of this agreement are simular to the Tientsin-Pukow

We may note that a financial contemporary in London recently published the following from a correspondent:-

Negotiations for a new Chinese Loan of £4,000,000 have been proceeding for some time past, but no definite understanding seems to have been reached. The money is required for building 400 miles of the railway from Hankow to Cunton. It may, perhaps, be taken as an indication of the predominance of the reactionary party in China that the terms, which had been practically agreed upon, are now reported to have been rejected by China. These terms, which were most reasonable in every way. included a condition relative to the construction of the railway by contract-a very advisable proviso, which was completely acceptable to Chang Chih-tung, the member of the Grand Council in whose hands the negotiations rested. Influence of some kind. however, was brought to bear, and now China is endeavouring to raise the money free from any conditions. There is evident shortsightedness in this attempt to once more obtain European money over which the lenders have no control. not have the franchise. They are only asking Past experience has taught all but the most careless investor that in China there are elements of waste and corruption which absorb the major portion of uncontrolled money, to the detriment of the specific object for which becomes seriously weakened and with the knowledge of the state of China's finance she will not be over-inclined to accept the customary Imperial guarantee as a substitute for bona-fide control. Great Britain has a direct interest in the

Hankow-Canton Rai way project, since she has: been granted preferential rights, subject to side of the Atlantic has not lessened her love making the loan, by China. Japan also has an interest, since she is entitled to appoint half the engineers for the construction work. Why things considered, England and America have Japan's rights should apparently be unconditional, whereas England's rest ontirely on her granting the loan, is incomprehensible. The word "apparently" is used because nothing beyond the bare fact of China having granted Japan this privilege is known in England, and may well be that it is just as much conditional as are our own preferential rights, .. If, however, Japan's rights are unconditional, it is to be

benefit to her.

THERE IS

THOROUGHNESS

OF CONSTRUCTION

IN ALL

# PIANOS

WE IMPORT

ABOVE

PRICE

# ROBINSON CO. LTD.

AMERICAN SOCIETY.

LADY PAGET'S VIEWS.

Lady (Arthur) Paget is an American by birth and early training, and for that reason. her candid criticism, which has been sought by interviewers during her stay in New York excites no harsh comment. She was asked to, speak her mind, freely, and, despite a big round of society dinners and other entertainments devised in her honour by her hosts of American friends, which have kept her almost constantly busy, she has found time to oblige.

. America's enormous concentration of wealth and unexampled luxury, as she finds these things in the American Metropolis, does not appeal to her. "It is simply appalling," she says, and she

"Why, when I look back to my childhood and young girlhood here, it seems it must have been in another world. I had no maid, I were no jewels, and we young folks revelled in skating. sleighing, and out-of-door divertissements such as inushrooming and nutgathering. What chill in New York to-day knows such things? Wealth and luxury have abolished all the simplicity of living, and children are little men and women now where they were real, rellicking, natural little animals, just glorying in the budding of life and things about them in my day. In society I should like to see the great Empire-builders, the men who with their brain and brawn have evolved this wonderful commonwealth, but who of them is known in society? What artists, literati, and people who are doing things for the progress of the nation are to be found there? It is money. money, only money. A handful of people compose society, while the great numbers of doers of things, founders of great institutions, all are on the outside. I believe that my mother was really the only woman who founded a salon in New York. In her house I met such men and women as I speak about. It is a joy to think of those days.

### THE DIVORCE HABIT.

"The divorce habit in America is appalling. It is a terrible blight upon our land, and it should be stopped by the most stringent legiclation. Of course, any thinking person realises that the first step to be taken is to make a uniform divorce law. It is a most execrable habit, and it has brought on cur nation the ridicule of every civilised country in the world. People seem to rush into matrimony as they would into their morning tub. and with as little thought. Why do habitual divorcées marry at all? It would be better for the State if they did not. As children regard toys, man and wife seem to look mon each other in the marriage relation in this country. Why, the idea is repulsive.

"The cause of this is largely, I believe, the lack of real home life in a merica. People do not build for posterity, as they say of England. They do not take the Old country pride in establishing on the very rock of ages, as it were, a family and a home. That pride in family has caused home life in England to remain practically intact. mericans could well caulate their English cousins in this, at least.

"As for the suffrage question here and in England, the conditions in the two countries are so different that the same methods cannot be applied in adjusting them. To my mind, the agitation for woman's suffrage in England is absolutely without reason, and is rightly being quelled by the thinking classes. The English Suffragist is an abomination, frightfully bold, and unwomanly in her methods, a feminine impossibility; but here in the United States I do not see why women should for that. What the English Suffragist demands is far more. Her demands reach out to the farthest limits of Socialism, with its dangerons problems, which are not yet understood even by the world's greatest thinkers. Women the loan was made. Thus his direct security here are going about it in a practical and rational way, and have done none of the atrocious and unwomanly things practised by the-English Suffragists." Lady Paget, despite her candid criticism,

eagerly invited and honestly given, admits that she has enjoyed her visit to America exceedingly, and that her long residence on your for her native land. There is a lot England can learn from America, she concedes, and all just about equal cause for congratulation and self-examination.

How to BE BEAUTIFUL-Keep your conplexion. Mrs. Ellen's Creme Charmante. Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Ageuts.

Communications respecting Advertisements, Buberiptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DATLY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C. 5th Ed-Lieber's. P.O. Box, 33. Telephone No. 12.

# NEW ADVERTISEMENTS

TO LET.

NE OFFICE ROOM - on 2nd Floor Prince's Building. ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to-REUTER, BROCKELMANN & Co. Hongkong, 15th March, 1909. FROM EUROPE.

### THE H.A.L. Steamship.

"BRISGAVIA'

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Luding for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Any Cargo impeding her discharge will be Hongkong Club (1896 issue-\$100 each) was landed at consiguees' risk into the hazardous held in the Hongkong Club House, on FRIDAY, mid/or extra hazardous Godowns of the the 19th March, 1909, when the following Hongkong and Kowloon Wharf and Godown Debentures were Drawn for Redomption: Company, Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chufed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st March, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 25th March, 1909. AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

" YORWAERTS." having arrived. Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of The Hongkong and \*Kowloon Wharf and

Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before

Noon on the 31st March, or they will not be recognised No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st March, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Acents.

THE TRADE MARKS ORDINANCE,

Hongkong, 24th March, 1909.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE ORIENT TOBACCO MANU. FACTURY C. INGENOHL of Mongkok in the Colony of Hongkong Tobacco Manufacturers have on the 11th day of December, 1908, applied for the registration in Hongkong in the Register of Trade Marks of the following TEADE MARKS :--

1. The word "GRANDASIA" surmounting a figure of a woman draped in a flowing garment with a bird on her hear sitting on a throne with the sun at her back between two elephants' heads with her right arm resting on one head holding a wrenth, her left arm resting on the back of the throne and holding a branch of a tree at her left. side is a cornucopia the whole standing on a carpet in front of her are two sitting figures holding each a fan on either side of a fancy loctern; on the right side are a dragon a temple and eight figures one leading a tiger, on the left side are two figures two boats on nome water two houses a pagoda shrubs and

ii dragon. The words "THE ORIENT TOBACCO MANUFACTURY" in Roman and Chinese Characters and the name "Callegenont" the whole being surrounded by a fancy

3. The words "THE ORIENT TOBACCO MANUFACTURY VICTORIA" in Roman characters on a cloud with rays of light all round the cloud.

4. The words "GRANDASIA VICTORIA" enclosed in a Fancy Setting. 5. The representation of a woman from her waist upwards dressed in beads sitting in a chair her left arm holding the arm of the chair, the representation of a bird on her head; the whole being surrounded by a Fancy Border in which are the words "GRANDASIA" at the top and "THE TOBACCO MANUFACTURY VICTORIA" at the bottom written in Roman characters and the equivalent thereof in the Chinese characters at the side

and the letters "O. T." in each corner. 6. The Chinese characters 東方健康 meaning the ORIENT TORACCO MANU-FACTURY, printed in a label horizontally in red in the centre of other printed words in English and Chinese descriptive of the goods to which such label is applied and manufacturers thereof, being the

Applicants, in the name of THE ORIENT TOBACCO MANU-FACTURY C. INGENOUL who claim to be the Sole

Proprietors thereof. The TRADE MARKS are intended to be used by the Applicants forthwith in respect of the following Goods in the following class:

TOBACCO IN CLASS 45. Facsimiles of such Trade Marks can be seen at the Offices of the Colonial Secretary of Hongkong and of the Undersigned.

Dated this 24th day of February, 1909. DEACON, LOOKER & DEACON. Solicitors for the Applicants.

## NEW ADVERTISEMENTS

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN FOR SHANGHAI, NAGASAKI, HIOG AND YOKOHAMA.

THE I.G.M. Steamship

" GOEBEN, Capt. B. Wilhelmi, will leave for the above pla TO-DAY, the 26th inst., at 3 P.M. NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & Co.,

General Agents. Hongkong, 26th March, 1909.

# INTIMATIONS



THE MILITARY AUTHORITIES have diven Notice that GUN PRACTICE will be carried out from the West Defences TO-DAY (FRIDAY), the 26th instant, in a Westerly direction up to ranges of 10,000 yards Practice will commence at 9,30 A.M.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 24th March, 1909.

HONGKONG CLUB.

Optional Cargo will be forwarded unless THE FIFTEENTH DRAWING of notice to the contrary be given before To-DAY. | A SIXTY-FIVE DEBENTURES of the

1549 1557 1243 1029 1261 1652 1280 1281 1291 1091 182 1927 1099 1337 1152 1366 1963

and will be Payable at the Hongkong AND BANKING CORPORATION, WEDNESDAY, the 31st March, 1909, in Exchange for Surrender of same. By Order,

JAMES CRAIK, Secretary.

Hongkong, 20th March, 1909. THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

THE FOURTH ANNUAL GENERAL THE MEETING of the Members will be held at the CITY HALL, on WEDNESDAY, the 31st March, 1909, at 5.30 P.M. Sir HENRY BERKELEY, K.C., Chairman of

the Association, will preside. A. R. LOWE. Secretary. Hongkong, 24th March, 1909. IN THE ESTATE OF THE LATE THOMAS BROCKETT, Foochow.

China, Storekeeper.

TOTICE IS HEREBY GIVEN that all persons having Claims against the above Estate are required to send particulars of same to the undersigned before the 15th Day of Max, 1909. And all persons indebted to the said Estate are required to make immediate payment to me.

F. WM. SHAW. Attorney for the Executor. Foochow, 16th March, 1909.

NOTICE.

TITE, the Undersigned, a well-established Firm trading in Human Hair, beg to inform the Public that we have new Opened an Office in Hongkong at 127, Des Voeux Road, YEARLY MEETING of the Society will be (first floor). Hitherto our Business vas carried on at Ka Ying Chou and Canton, but in the interest of our Patrons, and in order | 1909, at NOON, for the purpose of receiving the to make ourselves more widely known to pros- Report of the Directors together with the poctive purchasers in this part of China we have | Statements of Account to 31st December, 1908, thought it advisable to open the above Office for and of declaring Dividends, etc. the Transaction of our Hongkong Business. We also desire to make known that the Goods supplied by us are of the best quality procurable and are subjected to a special process of cleaning. and drying known only to ourselves.

To prevent imitation and fraud we have adopted a special TRADE MARK an illustration of which appears beneath.

& Co., 127, Des Voux Rd.

LUN CHEONG

(first floor), Hongkong.

THE TRADE MARKS ORDINANCE,

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that MESSES. ROMBACH & COMPANY trading at Victoria in the Colony of Hongkong us Merchants have on the 6th day of February, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following

(1). A Stag standing under a tree upon a ledge of rock-looking out to sea. In the back ground are mountains and the whole is surrounded by a fancy border.

(2). Two Musk-deer standing in a field having a ridge of hills in the background the whole being surrounded by a fancy

in the name of Joseph. Albert Rombach who claims to be the sole proprietor thereof. The Trade Marks have been used by the Applicants in respect of the following goods:-

SOAP AND PERFUMERY, in CLASS 48. Facsimiles of such Trade Marks can be seen at the Offices of the Colonial Secretary of Hongkong and the Undersigned. Dated the 23rd day of February, 1909.

DEACON, LOOKER & DEACON, Solicitors for the Applicants.

THE DAIRY FARM COMPANY, LTD.

HXTRA Choice BACON and HAM. This is a Special Line and will be found of

exceptional quality. Price-Cut or Uncut.-Only 60 Cents a lb. Hongkong, 25th March, 1909.

## PUBLIC COMPANY

GREEN ISLAND CEMENT CO., LTD.

THE TWENTIETH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, SATURDAY, the 3rd day of April, 1909, at 11.30 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 27th March until SATURDAY, 3rd April, 1909, both days inclusive. SHEWAN, TOMES & Co.,

General Managers. Hongkong, 23rd March, 1909.

THE CHINA & MANILA STEAMSHIP

COMPANY, LTD. THE TWENTY SIXTH ORDINARY I GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, ST. GEORGE'S BUILDING, 6, Connaught Road, Victoria, on SATURDAY, the 3rd April, 1909, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, and electing a

Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 31st March to SATURDAY, the 3rd April, both days inclusive.

SHEWAN, TOMES & Co., General Managers, Hongkong, 23rd March, 1908.

THE CHINA-BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS. THE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Road. St. George's Building, at Noon, on MONDAY, the 5th April, 1909, to receive a 1st floor. Statement of Accounts to the 31st December, 1908, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor. The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd March to the 5th day April, both days inclusive. J. WHEELEY. General Manager.

Hongkoug, 18th March, 1909.

THE YANGTSZE INSURANCE ASSOCIATION LIMITED. NOTICE TO SHAREHOLDERS.9

NINETEENTH ORDINARY A GENERAL MEETING of the above Association will be held at the Head Office No. 26, The Band, Shanghai, on FRIDAY, the for presentation of the Report of the Directors and the Accounts to the 31st December, 1908, the Election of Directors and Auditors for the FRONT. DEEP WATER. current year, and for the purpose of transacting any other business which may be transacted at

an Ordinary General Meeting. The TRANSFER BOOKS of the Association will be CLOSED from the 9th to the 16th April, 1909, both days inclusive. Members holding proxies for absent Shareholders must deposit same with the Secretary for registration at least forty-eight hours before

the Meeting. By Order of the Board of Directors. W. S. JACKSON, Shanghai, 17th March, 1909

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NTOTICE IS HEREBY GIVEN that the THIRTY-SIXTH ORDINARY held at its Head Office No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, The TRANSFEL BOOKS of the Society

will be CLOSED from 11th April, to the 21st April both days inclusive. By Order of the Board, C. MONTAGUE EDE,

Secretary. Hongkong, 25th March, 1909.

TO LET

TO LET. HOUSE in MOUNTAIN VIEW for one

or two years. Apply-DENNYS & BOWLEY. Hongkong, 28th January, 1909.

TO LET.

OFFICES in ALEXANDRA BUILDINGS. SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907.

TO LET. ODOWNS, Nos. 95, 96 and 97, PRAYA

CHATER & MODY, Victoria Buildings.

Hongkong, 1st February, 1909.

NTO. 34. QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office. No. 1A, WYNDHAM STREET (suitable

for Office and Godown). No. 24, D'AGUILAR STREET (suitable and Adjacent Islands. for Office and Godown). All of which are at present occupied by Weismann Ltd. For Particulars, etc. Apply to- YEE SANG FAT & Co., 34 Queen's Road Central. Hongkong, 19th March, 1909.

TO LET. CHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

S. J. DAVID & Co. Prince's Buildings. Hongkong, 25th March, 1909.

Apply to-

TO LET. OFFICES and ROOMS on the lat and 2nd Floors of No. 14. Des Voux Road Central (formerly occupied by Messrs.

SHEWAN, TOMES & Co., Rents Low. Apply to-THE COMPRADORE DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central.

Hongkong, 25th February, 1909. TO LET.

ODOWN, No.5A, DUDDELL STREET. Apply to-THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD. Hongkong, 1st March, 1909.

· TO LET. WITH IMMEDIATE POSSESSION.

IZ OWLCON MARINE LOT 48. Youmati. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage | M. A. von Rothschild & of Coal, Timber, &c. Apply to-

HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 18th January, 1908.

TO LET. T the PEAK, HOUSE in STEWART

A TERRACE, Furnished or Unfurnished. Apply - " H. E. POLLOCK. 18. Bank Building. Hongkong, 20th March, 1969.

TO LET. HOUSE in Wong Nei Chong Road. A HOUSE in RIPON TERRACE. No. 3, CLIFTON GARDENS, Conduit

No. 10, DES VŒUX ROAD CENTRAL, OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B., Des Voux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE. Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 19th March, 1909. TO LET-FURNISHED.

NO. 6, MACDONNELL ROAD, from balances.

May 22nd, for six months FRED. J. HALTON. Pacific Mail S.S. Co. Hongkong, 19th March, 1909.

STORAGE. FOR COAL, TIMBER, &C. 1 No. 285 at NORTH POINT, Suitable

for above Purpose. EXTENSIVE WATER Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply— GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. TO LET. TINFURNISHED — Nos. 8 and 10,

6 Large Rooms each. Can be let together or separately. Apply to-Mesars, PERCY SMITH & SETH, No. 5. Queen's Boad Central. Hongkong, 23rd February, 1909.

TO LET. TOUR and FIVE ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS

Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd. Apply to-

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hougkong, 24th March, 1909.

TO LET-FURNISHED. 66 TAUNG-SHUL," THE PEAK. To be Let Furnished for 8 months or longer. JOHNSON, STOKES & MASTER,

Solicitors. 8, Des Voux Road Central. Hongkong, 2nd March, 1909. TO LET.

NTOS. 2 & 3. BEACONSFIELD ARCADE, facing the Parade Ground. No. 4. MOUNTAIN VIEW (PEAK), Furnished from 1st June to 30th September,

FERNSIDE No. 71, PEAK Unfurnished rom 1st May, 1909. A 6-ROOMED HOUSE Furnished or Unfurnished at the Peak. GLENSHIEL next to Plantation Road, Tram Station. Furnished 5 Rooms, for 6 Months or longer from 5th May, 1909. C.M.S. PEAK BUNGALOW, furnished

Mount Kellett, from 1st April to end o. June, 1909. BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Oneen's Hoad Central. GODOWNS in Duddell Street.

BELILIOS TERRACE HOUSES ROBINSON ROAD. FOR SALE .- TOR CREST, at Peak, commanding a Magnificent View of the Harbour

Apply to-LINSTEAD & DAVIS 3rd Floor, Alexandra Buildings. Hongkong, 23rd March, 1909.

TO LET.

TO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tenuis Court. "EBANEE BUNGALOW." Kowloon. Small Garden attached. Moderate Rental. Apply to - ARRATOON V. APCAR & Co., 45, Wyndham Street. Hongkong, 3rd March, 1909.

BANKS

EUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Tools 7,500,000

HEAD OFFICE-SHANGEN. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Homburg, Calcutta, Hankow, Tientein, Peking, Tsinanfu, Tsingtau,

Kobe, Yokohama, Singapore. Founded by the following Banks and Foochow Bankers:---

KOENIGLICHE SERHANDLUNG (PREUSSISCHE STAATSBANK) Borlin. DIRECTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHROEDER

BERLINER HANDRES-

GESPLISCHAFT.

BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. Frankfurt a M. SOEHNE

Berlin.

JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, Hamburg. SAL. OPPENHEIM, JR., & Co., Koeln. BAYERISCHE HYPOTHEREN UND WECHSEL BANK. MUENCHEN.

LONDON BANKERS: Messrs. N. M. ROTESCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A KOEHN. Manager. Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LONDON. RESERVE FUND ...... £1,525,000 RESERVE LIABILITIES OF PROPRIE-TORS.....£1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily On Fixed Deposits for 12 months 4 per cent. WM DICKSON

Manager. Hongkong, 1st March, 1909. 16th April, 1909, at 4.30 o'clock P.M. precisely FTO BE LET, a Portion of MARINE LOT FTHE MERCANTILE BANK OF INDIA, LIMITED.

> SUBSCRIBED ...... PAID-UP ... ... ... ... ... RESERVE FUND .... BANKERS:

AUTHORISED CAPITAL ... £1,500,000

1,125,000

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: 4 per cent. For 12 months ... ... WYNDHAM STREET, containing ... 31 per cent. For 25 per cent.

EVAN ORMISTON. Manager. Hongkong, 23rd April 1908. THE

TOKOHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP ...... Yen 24,000,000 

HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES. Kobe Tokyo London Nagaeaki San Francisco New York Hankow Shanghai Bombay Paking Tientsin Chefoo Port Arthur Dalny Newchwang

Antung

Chiang Chub Tieling HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum

Mukden

TAKEO TAKAMICHI,

Manager.

Hongkong, 12th September, 1908. TIEDERLANDSCHE HANDEL. MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824. CAID UP CAPITAL FL. 45,000,000 (£3,750,000 RESERVE FUND FL 5,752,884,84 (about £479,40

HEAD-OFFICE : AMSTERDAM. HEAD-AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghai Rangoon, Samarang, Sourabaya, Tegal, Pecalongan, Pasoercean, Tjilatjap, Padang, Medan (Deli) Palembang, Kota-Radia, (Acheen) Bandjermain: Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New

York, Ban Francisco, &c., &c. LONDON BANKERS :-THE UNION OF LONDON AND SMITHS BANK,

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Account 2 per annum on daily

On Fixed Deposits 12 months 41% per annum. 3 do. 33% J. L. VAN HOUTEN, Agent, Hongkong, 16th July, 1908.

BANKS THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL

CHARTER). Capital Subscribed (paid up) ..... Yen 5,000,000

HEAD OFFICE: TAIPER, FORMOSA.

BRANCHES AND AGENCIES: Tainan Kobe Amoy Nagasaki Tameui Anping Tokyo Yokohama Keelung

HONGKONG OFFICE: 3. Drs Vœux ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager, Hongkong, 11th March, 1909.

ETONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... ... \$15,000,000 RESERVE FUNDS:-STERLING £1,500,000 at 2/-=\$15,000,000

SILVER ... ... \$14,500,000 829,500,000 RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS. Hon. Mr. W. J. GRESSON-Chairman. H. E. TOMKINS, Esq.—Deputy Chairman. E. G. Barrett, Esq. | E. Shellim, Esq. ... R. Shewan, Esq. H. A. Siebs, Esq. C. S. Gubbay, Esq. Hon. Mr. H.A.W. Slade W. Helms, Esq. C. R. Lenzmann, Esq.

CHIEF MANAGER: Hongkong-J. R. M. SMITH.

MANAGER : Shanghai-W. ADAMS OBAM.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS.

For 3 months 21 per cent. per Annum.

For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum. J. R. M. SMITH, Chief Manager. Hongkong, 22nd February, 1909. HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORA TION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 per cent. per annum. Depositors may transfer at their option

balance \$100 or more to the Hongkong AND

SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghak BANKING CORPORATION. J. R. M. SMITH. Chief Manager.

Hongkong, 12th January, 1907. TEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,200,517,37 (£183,376 HEAD OFFICE: AMSTERDAM. HEAD AGENCY : BATAVIA.

LONDON BANKERS THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN. BRANCHES AND AGENTS all over the

THE BANK transacts every description of Banking and Exchange bus ness, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fired Deposits at the following rates:-

12 months 4% per annum. C. WOLDRINGH, Manager. No. 16. Des Vosux Road Central.

Hongkong, 3rd November, 1908. INTERNATIONAL DANKING CORPORATION. CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$7,222,222

= about Mex. \$7.222.222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND

LIMITED.

RESERVE FUND

... Gold 83,250,000

THE CAPITAL & COUNTIES BANK, LIMITED. BRANCHES and AMENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months 41 per cent. per annum. For 6 No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON,

Hongkong, 8th April, 1908. GRACA 8

(Established 1896.)

Managor.

No. 27 DES VOUX ROAD. Dealers in POSTAGE STAMPS and all Philatelic Goods. Pictorial Post Cards. Birthday Cards.

MANILA CIGARS AND CIGARETTES Albums, Novels, Tweezers, Hinges, Linses, Flower Seeds. etc. Inspection solicited.

SAILING SHIP.

BY A SHIPOWNER.]

she has ceased to count as a factor in the world's

commerce. The revival of the early 'nineties

was brief and of deplorable memory to the in-

vestor. The later years of the decade witnessed

an almost complete cossation of building, tanta-

mount to an admission that as a money-

making machine the sailing ship had outlive

her day. And her record since then, with brief

glimpses of prosperity, has only secentuated the

fact that she lags superfluous on the commercial

stage. The output of the French yardsup to 1902

be disregarded as a freak resulting from the ill

directed efforts of a paternal Government to

revive impossible conditions. In the long run

no one benefited from the experiment, not even

to a fruitless issue, and least of all the cau-

tions French investor who had reluctantly

risked his savings on the uncertain sea. But

as a result the last straw of an unfair competi-

tion was added to the groaning back of the

A STORY OF LOSING VOYAGES.

the product of ultra-conservatism or of senti-

ment, and must have proved costly playthings to

their owners, who have now ruefully to contem-

plate accumulated debit balances and an almost

unrealisable property. For losing voyages have

been the order of the day, and to show a profit

it would be necessary to act upon the principle

of the firm of ship managers of whom it used

to be said that they charged outward expenses

to capital and inward expenses to the next voy-

age. It is true that from time to time a timid

note of optimism has been sounded. The in-

creased cost of fuel has, on paper at least, pro-

ant progress. The huge cargoes lifted by the

modern tramp have been asserted to be difficult

to market, and therefore undesirable from the

merchant's point of view. The lengthy passages

and leisurely discharge of sailing craft have

seemed favourable to the speculative shipper of

steamer has persisted in bunkering at what ap-

found the increase of capacity to be only com-

parative in the stream of an inevitable tendency.

and speculative merchants have reckoned the loss

of opportunity to sell and resell on a protracted

passage to be more than compensated by regu-

larity of shipment and arrival. It is not surpris-

ing that owners, crippled by accumulated losses,

unable to see in any direction an out-and-home

voyage which would "square yards," have

thrown their arriving fleets on a reluctant

market. The question with them has been not

so much at what price shall we sell but at what

price can we induce a buyer to relieve us of our

property. The depletion of the British register

proceeds rapidly, financial pressure in many

vessels of extreme burden have marched with

the times or have been their trade pass to com-

petitors. The coastal links from the great

the German five-master R. C. Rickmers is the

most recent and successful example. Un-

doubtedly there is room for development here

system can be applied. But its development is

final outcome, as in the case of the early steamers.

of the discarding of the unnecessary sail power.

And in any case there is no available system

capable of adoption by the existing fleet. It

would seem that the steel or iron sailer is con-

fronted with the same fate as the wooden craft

which she herself ousted. The last days of the

old Quebec fleet supply a striking parallel.

For a time foreigners bought them freely and employed them in the trades which their former

owners had relinquished. Then, finding it

beyond even their power to make ends meet,

they resolutely tightened their purse strings

One factor which hastened the exit of the

sor. Rates of insurance had become prohibitive.

Annual premiums ranging up to twenty guineas

per cent. were exacted on vessels engaged in the timber-carrying trade. If the tell of the modern

underwriter is not in appearance so heavy, it is

almost so in fact, when the inflated values are

considered on which premiums are calculated.

And it seems worthy of consideration whether

the shipowner would not be wiser to face things

as they are, write off his lost capital once for

all, and pay a nominally enhanced rate on the actual value of his property. It is not the

insurance on hull which pinches so much as the

insurance on cargo. A full cargo of grain may

be covered from Australia to Europe by tramp

steamer at 10s. per cent, against 40s. for ship-

ment by sail. With both carriers competing

at approximately the same rate of freight the

effect of the discrimination against the sailer is

obvious: And in the light of the working results

of existing mutual insurance clubs, cooperative

underwriting, though often proposed as a remedy

would be likely to prove more fatal than the

THE TRIUMPHANT RIVAL.

ternational Union of Sailing Ship Owners, which started five years ago with an ambitious pro-

gramme and a comprehensive schedule of rates

to be adopted by its members as a minimum in

the principal trades. But although its solidar-

ity, outwardly, has been remarkable, the logic of

In one direction a serious effort has been made of late years to apply co-operative principles to the business. Much was hoped from the In-

disease itself.

wooden vessel presses equally upon her succes-

and refused to be further persuaded.

mised to prevent or delay the steamer's triumph.

The few ressels launched since then have been

British sailing-ship owner.

certain bulk commodities.

instances forcing the pace.

has retained it.

fostered by an extravagant scale of bounties, may

freight.

REVIVAL POSSIBLE!

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS, For half a century they have been doing incalculable good, and all who suffer half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

these pills. They are a skillul combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a lew doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

Sold everywhere in boxes, price 9id., 1/1; @ 2/9.

### INSURANCES

NORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 190

Authorised Capital Subscribed Capital Paid-up Capital ......

II. Fire Funds ..... The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Agents. Hongkong, 21st July, 1908. THE GLOBUS INSURANCE COMPANY OF HAMBURG.

TITHE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co.

Hongkorg, 13th August 1906.

DR. M. H. CHAUN.

HE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

CIEN TING

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkorg, 21st September, 1905.

HONGKONG ICE COMPANY, LTD.

T IS HEREBY NOTIFIED that on and after This Date, the Selling Price of Mce, will be Reduced to HALF A CENT per JARDINE, MATHESON & Co., LTD., General Managers,

Hongkong Ice Company, Ltd. Hongkong, 11th March, 1909. SUTTON'S SEEDS.

Special Selections for South China.

CHINA EXPRESS CO. 3. Duddell Street, Hongkong, Shipping and Insurance Agents. Honekong, 22nd January, 1909.

# SINGON & CO.

TRON, STEEL, METAL and HARD. WARE MERCHANTS. Wholesale Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, Hing LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

## ICE

WE HAVE MET THE CUT and are now Selling Ice from our Depot, Nos. 55 & 57, Des Voux Road Central, for HALF A CENT PER POUND.

We have the ONLY FACTORY IN HONGKONG Manufacturing Ice from DISTILLED WATER and therefore we GUARANTEE ITS PURITY.

ORIENTAL BREWERY LTD.

Hongkong, 16th March, 1909.

## ATTENTION!!

TOW IN GREAT DEMAND FOR BLOUSE LENGTHS.

4 yds. Indian GAUZE OPENWORK ... \$1.00 31 yds. Indian Dotted Muslin ... \$1.25 Ladies' and Children's Belts!

HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th March, 1909.

COLD STORAGE.

HE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Foet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver parishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908.



TRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech. loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free. C. JAMES & REYNOLDS. George Street, Minories, London, E.C., Eng.

# AUCTION

PUBLIC AUCTION.

TOY Order of the Mortgagee the VALU. ABLE LEASEHOLD PROPERTY situate at Victoria, Hongkong, and known as No. 19, JERVOIS STREET. (MARINE LOT No. 6A) will be offered for Sale by MR GEO. P. LAMMERT, Austloneer, at Sales Rooms, Duddell Street. Victoria, Hong kong, on WEDNESDAY, the 31st March, 1909 at 12 o'clock (Noon).

For particulars of the property and Conditions the shipbuilder whose activities were diverted of Sale apply to the Auctioneer or to MR H. K. HOLMES, Solicitor, 54, Queen's Road

Central. Hongkong, 20th March, 1909.



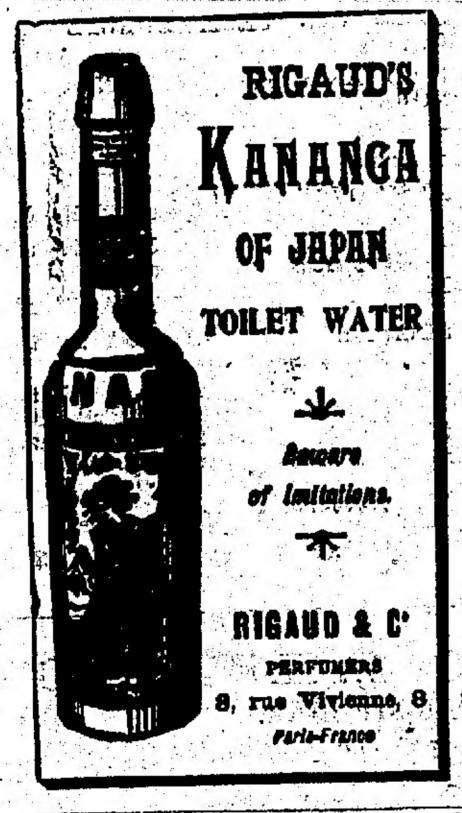
### MITSU BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK," A.1. A.B.C., and Engineering Code User NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length ... Length on Blocks Width of Entrance on Top .... Width of Entrance on Bottom ... 881 " Water on Blocks at Spring Tide 341 " DOCK No. 1 Extreme Length ... Length on Blocks 88 . Width of Entrance on Top Width of Entrance on Bottom Water ou Blocks at Spring Tide DOCK No. 2. Extreme Length. Length on Blocks Width of Entrance on Top

Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP. Suitable for vessels up to 1,000. WORKS are well equipped with LATEST PLANTS and APPLIto undertake BUILDING or

SHIPS, ENGINES. REPAIRING ELECTRICAL and also BOILERS; WORK. A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) epecially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [908]



AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.



THIS WAY THE STANTED BY THE LATE ROBERT THORNE OF CREEKOCE AND HAS SEEN SULD AS N' & SINGE 1831

GOLL ASENTS IN HONG KONG, CHINA & MANILLA. A. 5 WATSON & COLUTE.

THE LAST PHASE OF THE in the presumption that a certain proportion of gave her consent. The Bride's parent is noted for the world's trade must be carried by sail. That her frankness, and she herself told Mr. Wilks ment to adhere to the union rates, which were had got gout. Wilks smilingly took Mrs. fixed just above starvation point, would ensure steady, if not very remunerative, employment that he was young in heart if somewhat mature It is always with regret that one notes the decline of an industry, especially when so much to the dwindling sailing fleet. But the course of in years, and as to the gout, his physician did

conditions. She is powerless to reprinte comto which the steamer cannot lay claim, of a long line of deep-sea adventurers. A worthy petition from without. old shipowner of the seventies is said to have Given a return of prosperity to the tramp refused a proffered charter with the scornful steamer, who, in turn, is under the heel of the comment, "Our ships weren't built to carry | liner. and a share of the less desirable range of coals." But the coal-Carrying days came in spite | employment. will open automatically to the or mem, and it is not easy to realise what turn | wind-driven craft The sole element of hopethe vigorous expression of his feelings would | fulness in her situation is that such a return of prosperity must come. Were the tramp herself take nowadays, when his less independent sucflourishing, the case would be absolutely hopecessor is grateful for the opportunity of carry. less. But the tranvis not, And it is inconceiving anything, anywhere, and at any rate of While the ultimate extinction of the sailing ship has become a much-paragraphed common. place, it is perhaps scarcely realised how parlous is the actual position, and how long it is since

able that prosperity should not come again. her, for she is still the proponderating element in ocean commerce, and as a money-making machine she must find her level. It is hard to say what remainder of telerated ultility such a revival may confer upon the sailing vessel. But certainly not for long. She may drag out the balance of her days in out-of-the-way trades where rustbitten and forlorn, she drudges under a foreign flag. But the great trade routes are view her disappearance will be regretted. Much of the romance of the sea will pass with her lofty spars and widespread wings. Though that again may be illusion, for just so spoke the conservative sailor men of the days of transition

CHASING A BRIDE.

from wood to iron .- Daily Mail.

HETTY GREEN'S DAUGHTER MARRIED. The New York correspondent of the London

Daily Telegraph sent the following message on the 23rd ultimo:-After a hot chase Miss Sylvia Green, daugh-

ter of Mrs. Hetty Green, America's richest woman, was married to-day to Mr. Matthew Asthor Wilks, a 65-year-old millionaire. who has been her persistent wooer for more than a decade. Mrs. Hetty Green, as I have explained in previous messagee, is the feminine counterpart of the late Mr. Russell Sage. She is a shrewd elderly, resourceful, and exceed. ingly thrifty woman-financier. Popular esti mate places her fortune at £12,000,000, and as popular estimate on this side of the Atlantic seldom exceeds the reality by more than twothirds, it may be safely assumed that she has at least £4,000,000, of which sum Miss Sylvin and her unmarried brother will be ultimately

the sole beneficiaries. This record of wealth and the fact that all the parties in to-day's ceromony had deliberately planned to keep the nuptials secret was a direct incentive to the hot chase already mentioned. The Greens have lived in a modest little flat at Hoboken, which holds about the same relationship to New York as Bermondsey does to London. Reporters had camped upon the trail But, in spite of all theory to the contrary, the of the Greens ever since it leaked out that Miss Sylvia, who is 35 years of age, would wed. despite the opposition of her septuagenarian peared to be prohibitive prices; shippers have mother. They organised day and night watches in Hoboken. They drew a cordon, as it were, round the Greens' modest flat; in a word, they staked their "experience, resourcefulness, and reputation as newsgetters" against the statement of the beleaguered ladies that they would not allow a word about the wedding

to go into the newspapers. It was a losing fight for the Greens from the first day, and at six o'clock this morning, when Miss Sylvia Green stepped blithely into a fourwheeler outside her home, closely followed by the agile Mrs. Green, a score of New York's journalistic sleuthhounds were in close attendance, eager and willing to take up the pursuit. The Greens' cab was well horsed, and it dashed sailing ship can perfectly well be done without commandeered by the journalistic flying present him a petition in the interests of the Kowloon Wharf and Godown Company, Ltd., commandeered by the journalistic flying present him a petition in the interests of the Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may squadron. Over the cabble stones the Greens cause, were to-day sentenced to imprisonment. disturbed more than temporarily by her removal. rattled in their four-wheeler, and less than 200 Most of the terms were for one month. yards behind trailed the milkcarts. Persons in | An exception was made in the case of Mrs. Harbour facilities are improved all over the world. Ports which formerly were barred to |. maritime entrepôts have enabled large cargoes to be carried in one bottom and distributed at like so many hot potatoes. In New York at curity she would repeat her offence. will. The strongholds of the old fashioned least the police have been taught by many bitter | Sentences were imposed on about thirty craft have been invaded one by one, until there fessons that the liberty of the Press under all women, including, in addition to the foregoing, is no trade route in which the abiquitous tramp has not found a footing and, having found it,

circumstances must be respected. of a system of auxiliary engine power, of which never before has Mrs. Green been guilty of these women are of high social standing. hiring, even for a brief journey, a special Most of the twenty-eight women sentouced if a sufficiently trustworthy and simple motor much more likely to be towards an increasing reliance upon the motor propulsion, with the

ducted with great simplicity.

of commutation line forced its promoters to abandon | Now the Press is trying to solve the problem their positions one by one. The basic error by why Mrs. Green, after so much protest, at last being granted, it followed that a mutual agree- that he was too old for Sylvis, and also that he Green's solicitude in good part, assuring her events has proved that the sailing ship, being not regard it seriously. Mr. Wilks himself is old-fashioned sailing vessel, the heir, in a sense no longer a factor by herself, can lay down no reputed to be worth £400,000, and he has a fine house at Galt, Ontario, from which place the first announcement of the engagement was issued on February 11th.

RUMOURS OF A "COMPROMISE.

The main outcome of the secret debates of compromise" sub-committee of the Beichstag says, the Times Berlin correspondent, appears to be that the Conservatives and the Centre party are prepared to advocate a kind of Imperial instruction to the States: impose at some future date an undefined "tax upon property," upon condition that all idea of death duties or other Imperial imposts upon property or capital is definitely abandoned. It understood that the sub-committee will invite definitely closing to her. From many points of the committee to recommend the Reichstag, first; to accept the principle that "taxation of property" is necessary; secondly, to in crease the annual amount of matricular contribution to a total of £7,500,555; and thirdly, to require the States to make arrangements by which the increased constributions would eventually (say from the year 1912) be derived from taxes on "property." The committee would then proceed with the discussion of indirect taxation.

This curious arrangement was adroitly launched by its chief authors as being the long expected solution of the whole problem, and was eagerly welcomed and advertised by numerous journals which are now engaged in bewildering attempts to explain the new cure and their own precipitancy. The Government, for its part has stated in the North German Gazette that the Imperial Treasury is not a party to the "agreement" and that it would have been impossible for the Treasury officials to announce their consent to an arrangement which involves the abandonment of the position which the Federal Council has adopted hitherto. Nevertheless, the Centre party Press declares that the Government is friendly to the scheme.

On the other hand, the National Liberals hav already officially proclaimed that the whole proposal is a "dangerous manceuvre," and while the attitude of most Radical journals is cautious, all competent and independent writers agree that the scheme is in itself quite illusory.

The Centre-Conservative "compremise" runs counter to every expert German opinion regarding the financial problems of the German Empire. Although Prince Bulow, from the point of view of his Parliamentary difficulties, may be inclined to look upon it with some favour it is doubtful whether Herr Sydow, whose patient labours have earned little gratitude in reactionary quarters, possesses the agility necessary to adopt it and earry it through. The Conservatives, however, seem to consider that their victory is complete, and the annual "Agrarian week" in Berlin, which is now beginning, will celebrate not least the fact that, as the leading Agrarian journal says, "the grave political and social danger of death duties has been averted."

THE SUFFRAGETTE MOVEMENT IN ENGLAND.

THIRTY SUFFRAGETTES IMPRISONED.

A London telegram to the American papers, dated February 25th says :- Refusing to give away towards the railway station at a gallop. woman suffragists who were arrested last night their risk into the hazardons and/or extra

cheered without knowing why. The police two months' imprisonment. Miss Lawless was to rent. held up the milk wagons for a few seconds, but among those given one month. Lady constance in response to the information that "Hetty Lytton, sister of Lord Lytton and daughter of Green's daughter is going to be married, and the former Vicercy of India, warned her friends we must be there," they released the reporters | that if they secured her release by providing se-

Miss Stratford Dugdale, daughter of Com-The Greens arrived at the station first. An mander Dugdale and cousin of Hon. William Some faith has been pinned to the adoption express for Morristown, consisting of one R. W. Poot, who was elected Tuesday in a byprivate car, was waiting, with steam up. In election as a member of the House of Commons the long accounts printed here describing to for Tounton; Miss Catherine Elizabeth Corbett, day's marriage no writer fails to explain that an aristocratic supporter of the movement. All

railway car. That Mrs. Green and her daughter | took their punishment in dignified silence. All were attired in rusty black is equally matter of of the women were committed to the "second division," which in the case of the present The reporters followed them to Morristown by batch of prisoners, who belong mostly to the the next train, which arrived in time to enable educated classes, entails drastic changes in food them to assist at the wedding which was con- and method of living. They all will be garbed THE Company's Steamship in the rough and uncouth prison dress.

### KNOW MAN THIS



lie is said by those who have consulted him to be greatly gifted, and to describe one's life with wanderful fidelity. To introduce his famous system he will important from a descriptive chart as a test of his ability.

Hundreds who have streatly written any he might have known them all their lives, so surprisingly correct was he. correct was he.
The Graphic says: "His
delineations are nothing short of
marrellous."
The Court Journal says:
"Has remarkable payable powers."
"Black and White says: "Ma

has given some astonishing results.

Mrs. Mendal, the great sorres,
has written to him, saying: "You
have astonished me with year
accuracy. It is marve lie on."
Numerous other distinguished
people have said the same.

Take an impression of your
right thumb by rubbing a listle
int over it and pressing on ploss of
white paper. Send this to him
with your birth-date and leaf
meney order.

DO IT NOW. YOU WILL BE AMAZED

His address is --Professor KENDAL, 89, Regent St., London.

# POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGE FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co.

### NEW CARTRIDGES.

Hongkong, 6th March, 1907.

Y popular English Manufacturers. In D all Boxes and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at S6, 87 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Envited.

WAL SCHMIDT & Co. Hongkong, 26th October, 1906.

# NOTICES TO CONSIGNEES

NAVIGATION COMPANY LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

HE Company's Steamship

"FOOKSANG." having arrived from the above Ports Consignoes of Cargo by her are heroby informed that their Goods will be delivered from alongsus. Cargo, impeding the discharge or remaining

on board after 4 r.m. the 26th inst., will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD. General Managers.

Hongkong, 24th March, 1909. "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENDORAN," MIDDLESBRO', ANTWERP. LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby insecurity for their future good behaviour, the formed that all Goods are being landed at is difficult to avoid the conclusion that the Three milkcarts were at hand, and these were while attempting to reach Premier Asquith to bazardous Godowns of the Hongkong and

No Claims will be admitted after the Goods the street took up the hue and cry. "Stop, Pethick Lawrence, who, having a previous have left the Godowns, and all Goods remaining there!" some of them cried, while others conviction against her, was sentanced to undelivered after the 26th inst., will be subject All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 3rd proxime, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB. LIVINGSTON & Co. Hongkong, 20th March, 1909.

SHIRE" LINE OF STEAMERS. LTD. NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBROUGH, LONDON, COLOMBO AND STRAITS.

" MONMOUTHSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goodifare being landed AT THEIR BISK in the Hongkong and Kowloon Wharf and Godown Company's, hazardous and or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 27th March, 9 A.M.

will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before MOON, TO DAY, JARDINE, MATHESON & Co.

Hongkong, 20th March, 1909. BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC." FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOJI.

THE above Steamer having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk

and expense. No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., LTD.,

Hongkong, 24th March, 1909.

cannot afford to have indiges-You ston, even if you can endure the pain to and misery of it—the headache, the weakness, distincts, the names, the agony after eating, the weakness, AFRAID OF FALLING DOWN. Miss M. A. Lown, 13, Ann Street, Bill Quay, near Nev castle-on-Tyne writes :- " Often I was so dizzy I was obliged to catch hold of anything handy to cured me." save myself from falling. Then MOTHER

74-12

COUNT THE COST OF the despairing souse of degreesion it causes. It unlits you for work or play, and may thwart your chance of success in life. Help your stomach to do its best; to strengthen you and vitalise your blood. The sure way is to take Mother Seigel's Syrup when you feel unwell. rheumatism came to me and completed my misery. Mother Seigel's Syrup gradually eased me of pains, restored my appetite, and at last completely Mother Scigel's Syrup is now also prepared IN TABLET FORM and sold under the name of Mother Scigel's Syrup Tablets. Price 2/9 per bottie.

### LOADING ADVERTISED

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commenting from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k,w." together with the number denoting she section.

3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point. 1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier.

	TESSEL'S NAMES	FLAG & Blo	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
DESTINATION		-			JARDINE, MATHESON& Co., LD.	About 26th inst.
	FLINTSHIRE	Brit. str			McGregor Bros. & Gow	On 29th inst
DON, & ANTWERP	GLENROY	Brit, str	1 - S	The Printer of the second seco		On 3rd April, at Noon.
THAN A HITTI	DECHI	Brit. str		G1 724 TTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT		About 12th April.
TOOM BY ALL MEMACHORES OF CAPPING IN 1997	SUMATRA	Brit. str	2	E. W. Bruce	CT LACOUTTING A NEW PARTA TAINED	On 28th April.
rangerang at a miritiaki bilbiba arta matakaningapakan menggungan i		Ger. str		Müller	HAMBURG-AMBRIKA LINIE	On 3rd April.
1881 TO TO A REPORT OF THE A ROLL OF THE REPORT OF THE THE REPORT OF THE	JLLYRIA	Ger. str	k. W.	Kotzte	HAMRIEG-AMERIKA LINES	On 22nd April.
TOTO B TIAM CHIRCE TIA MILDALLO, GOVERN TO THE	AMBRIA	Ger. str	k. W.	v. Hoff	TAMBURG-AMERIKA LINIE	On 19th May.
THE BUILD AND A PARTICULAR OF THE	SILESIA	Ger. str	k.w.	Martin	MESSAGERINS MARITIMES	On 30th inst., at 1 P.M.
VRE. BREMEN & HAMBURG, &c	NEBA	Fr. str	1 1 1	Girstenbrau	HAMBURG-AMBRIKA LININ	On 31st inst. On 31st inst., at D'lig
RSETLLES, &C., VIA POBTS OF CALL	SPEZIA	Ger. str	P. 1	R. Takeda	NIPPON YUSEN KAISHA	About 10th April.
RSEILLES & HAMBURG VIA STRAITS, &C	INABA MARU	Jap, str		101 101 101 101 101	JARDINE MATHEBON & CO., LD.	On 14th April, at D'li
		Brit. str		F. E. Cops	NIPPON YUSEN LAIBHA	On 3rd May.
T AMARKI DIO WILLIAM VIA CILIVIA VOTE	HITACHI MARU	Jap. str	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIS	About 7th April.
		Ger. str	- T	W. Thompson	NIPPON YUSEN KAISHA	On 14th April.
NOA. MARSEILLES, LONDON, & ANTWERP, &c.	ATSUTA MARU	Jap. str			TOYO KISEN KAISHA	On 7th April, at Noor
T T AM TENTILIBLING AND VIR AMPAN A VARACULATION	AMERICA MARU	Jap. str		F. v. Binzer	MELCHERS & Co	On 7th April.
PLES. GENOA, ALGIERS, GIBRALTAR &C	PRINZ LUDWIG	Ger. str			ARNHOLD, KARBERG & Co	On 26th April.
	NORMAN PRINCE	2			RUNWAN, TOMBE OF CO	About 20th April.
		Am, str Brit. str			I I I CONTROLL W. U.V., LALVA CARROCCO	On 11th April, at 6 A
STON & NEW YORK	DACREE CASTLE	Brit. str.			I TENTA INTO INTO A COLUMN AND AND AND AND AND AND AND AND AND AN	On 11th May, at Noo
		Brit. str	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		I I I I I A I I A I I A I I A I I I I I	On 30th inst, at Noo
		Jap. str.		4P 17	NIPPON Y HEEN INALDRA *******	On 8th April.
TORIA, B.C., & SEATTLE VIA SBANGHAI, &C.	Troumped	43 PL		F. S. Cowley "	DODWIEL OF CO. TIED	On 13th April, at No
			1	S. Isbikawa	MIPPON TUBER TRAIDER	To-day, at 3 P.M.
TORIA, B.C., & SEATTLE VIA SHANGHAI, &C.	PRINZ WALDEMAR.			Iseki		On 31st inst., at No
PARTY N. T. T. B. N. 1. 127 (127 (17 M. 127 N. 111 (2.11 A.A.A.A.) 177 (17 """		20.00	1	P. T. Helms	1 _#	On 16th April, at N
				N. Mathieson	Mannow VIIIN KAINIA	. ! Ill TAMP TRAIL AL
	· · · · · · · · · · · · · · · · · · ·			T. Sekine	NIPPON YUSEN KAISRA	()n 8th April, at 4 P
				G. W. Eidy	1 Mannate Virging KA19UA	Off Oth White! as -
	- W 15 . mw			T. Murai	HAMBURG-AMERIKA LINIK	On 30th inst.
THE TANK I LED A WINE . The REE IN THE TOTAL THE TANK IN THE TANK I WINE THE T			Y	Müller	NIPPON YUBAN KAISHA	On 1st April.
TOTAL	47 AND BE A TOTE	100		Fred. Pyne	MELCHERS & Co.	About 3rd April.
	-1 M			D. Lens	MITERON YTHAN KAISHA	CONTAINT TO LANGE
				T. Bekine	JARDINE, MATHESON & Co., LD.	On 28th inst., at D
				F. Mooney	BUITERFIELD & SWIRE	On 4th April, at D'
		12411 514	1 m.		MIDSON I BREET TATES	
- A %7/411 A I	WAKANIYA MART	Jap. ktr.			I MIRTONICKE OF U.V. ADDROUGH INTERPRET	
ANGHAL MOJI & KOBE	GOEBEN	Crer, Bir.	1		I IIDDINI II ATRIBUA & CCASS	
	FOOKSANG	Brit, str.		TO T FOR	P. & D. S. N. CO	To the state of th
ANGHAL NAGASAMI, ROBE & MOJI	NUBIA	Beit ber.			MELLAL CONTROL TO THE TAXABLE STREET	
	l 🌣	Brita etr.			MINTERERS & CO	On Zour maw
ANGHAL, MOSI, TOTAMA & KOBE	PERING	Dan, str.		Sandback	LANDING HILLIANDON OF COLUMN	
AND TEAT VINKI HEALTH IS DOUBLE IN THE	1 7	Brit, str.		Girard	M ESSAGERING Transport to the contract of the	- 1 1 - 1 - 1 - 1
ANGHAI KOBE & YOKOHAMA ANGHAI, KOBE & YOKOHAMA ANGHAI, KOBE & YOKOHAMA		Fren.str.		1 67 C	I ISAKA MHUBBN ILAIDIIA *****	- 1 1 - 1 - 1
ANGHAI, RUBE & TORONAMOY & FOOCHOT	CHOSHUN MARU	Jap. str.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
ANGHAL VIA SWATOW, AMOBE	BELGRAVIA			Lee	I I I WILLIAM MILLIAMOUN CO COMMO	
ANGHAI, YOROHAMA & HOD-	TINGBANG	Brit, str.			1 MILESTER PRINTER OF 12 14 Transport	***
ANGHAL	LINAN			W. Hayward, R.N.B.	P & O. B. N. CO	77   <u> </u>
ANGHAI	DEVANHA			v. Hoff	LI AMBURG-AMERIKA LINEA	
ANGHAI, YOKOHAMA & KOBE	SILESIA			P. J. van Emmerio	F TYAY-CHINA-AVEVA TION ****	
ANGHAI, IOAOHAMA a month	TJILATJAP	D.14 -40			RATALEBLIEFO OF DAILTON SECOND	On 31st inst., at 3
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				H. Murayama	LANGUAGET TITITID AND TO WIN BU	To-day, at 4 P.M.
		. L 3.21	1 m.	A. Stott	TANDATE CO.	To day, at Noon.
		1 1744	z h	Hodgins		On 28th inst, at 1
BINION AMINI & EUVOTAVII III III III	1 17	70.21	2 b.	· —	Description of Co.	On Soth inst., at
	HAIMUN				A BUTER	On inst, at
	•4•	0-24 -4-			TAMES & CO.	To-day, at 5 P.M.
TOTAL HAIPHUNG	ZAPIBO	1 0 1 -1-		B. Rodger	TADDENE MATHESON & CO., L	D. To-usy, st - F.m.
		- 11 -4-		P. H. Rolfe	ARRATOON V. APCAB & CO.	On Suth inst., at
4 ROY # 4			r	J. Sievert	RUTTERFIELD & SWIRE	OH OUR THEO, OF
	1 5Th a service 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	179 m. 1 . 1 . 4 . 4.		A. Somerville	CARTINE MATHESON & CO., 1	D' On Sun When me
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STNGAPORE & COLOMBO	Character and	l'almee at		W. D. Welsh		in limikaning. Autom
TIM HAY WILLIAM WAR	CAMPAGE WIT		-			
UDAT & SANDAKAN	LAISANG	David at	F	E. J. Tadd Zwart	TARLONDO ALABAR LALAN	finck desparent

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

1	
	STEAMERS TO SAIL.
	For
	MANILA, YAP, FRIEDRICH PRINZ WALDEMAR" Friday, 26th  MANILA, YAP, FRIEDRICH PRINZ WALDEMAR" March, at 3 P.M.
1	WILHELMSHAFEN, SIMILOON ( Capt. F. ISBNE)
-	TANDEL SANDERS
	THE APPROPRIATE AND A
ĺ	TORINA BIGIOMOND
-	YOROHAMA & RODE
	NAPLES, GENOA, ALGIERS, "PRINZ LUDWIG" Wed'day, 7th April, at Noon.
	MITTER ALTIA R. SOUTHER LEVING CADE F. I. DIMEN CO.
	ANTWERP & BREMEN)
	KUDAT & SANDAKAN BORNEO" Capt. F. SEMBILL Beginning of April.
70	Capt. F. DEBLUM

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hongkong, 26th March, 1909.

# THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

# VICTORIA. B.C. SEATTLE & TACOMA "EMPRESS OF JAPAN" SUN., 13th June. "ALLAN LINER

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	4,789	F. S. Cowley R. J. Howie W. Shotton	On 8th April. On 6th May. On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers. PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to-

GFNERAL AGENTS. QUEEN'S BUILDINGS.

# MESSAGERIES

FRENCH MAIL 

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. SERVICE TO AND FROM JAPAN VIA FORTNIGHTLY

LINES

	STEAMERS	TO SAIL.
SHANGHAI, KOBE &	"ERNEST SIMONS"	About 29th March
YOKOHAMA	Capt. Girard	On 30th March,
MARSEILLES VIA PORTS	Capt. Martin	1 P.M.
SHANGHAI, KOBE &	Capt, Charbonnel	On 12th April, P.1 On 13th April,
MARSEILLES VIA PORTS	Capt. Brune	1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to-P. DE CHAMPMORIN, AGENT, Queen's Building. Hongkong, 24th March, 1909.

### CANADIAN PACIFIC RAILWAY ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John or Quebec.
The second secon	"EMPRESS OF IRELAND" FRI, 7th May.
EMPRESS OF CHINA" SUN., 2nd May.	"ALLAN LINER" FRIDAY, 28th May.
"MONTEAGLE" Tuesday, 11th May.	Tono
THE OF THE TAPE OF THE OWNER OF THE PARTY NAMED IN	"EMPRESSOF BRITAIN" FRI., 18th June.
KM PKEDD UP INDIA DOZA, 13th Tube	"ALLAN LINER" FRIDAY, 9th July.

Steamships leave HONGKONG at 6 A.M. "Empress" at 12 Noon. " Monteagle"

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £45. and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK; General Traffic Agent for China,

Corner Peddor Street and Praya, opposite Blake Pier.

# VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI." Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 3rd April, at Noon, taking pussengers and cargo for the above ports in connection with the Company's s.s. "MALWA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MOREA" due in London on the 14th May, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT,

Superintendent. Hongkong, 22nd March, 1909.

STEAMSHIP REGULAR (WITH LIBERTY TO CALL AT MALABAR

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "DACRE CASTLE" About 20th Apr. For Freight and further information, apply to DODWELL & Co., LTD.,

Hon kong, 18th March, 1909.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" ... On 26th April. and further information For Freight apply to-

SHEWAN TOMES & Co., General Agents. Hongkong, 20th March, 1909.



BISHI GOSHI KAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries. SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

Special attention is invited to the fact that, MUTABE, the well known coal mine, near Karatsu, has lately been taken over by the Company, and is now being worked on a

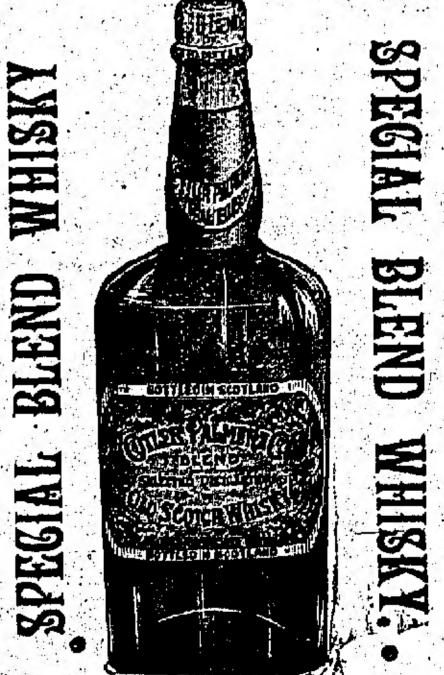
arger scale. HEAD OFFICE :- MARUNOUCHI, TOKYO.

BRANCH OFFICES :-- NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES :-YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messes. Gearing & Co. MANILA: Messrs. MACONDRAY & Co. For Particulars apply to

H. OISHI, Manager, No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

# Gutler, Palmer & Go.'s



SHIPPERS

Gutler, Palmer & Go., London.

HONGKONG.

str., 4,168, Schwinghammer. The March-Hamburg & Singapore 18th Mar., General-Hamburg-Amerika Linie. CHINHUA, British str., 25th March-Canton. CYCLOPS, British str., 5,748, H. C. Harris, 24th March-Vancouver and Kuchinotzu 26th March, General-Buttorfield & Swire. Goeben, German str., 5.647, B. Wilhelmi, 25th March-Bremen and Singapore 21st-Mar., Mails and General-Melchers & Co.

KWANGSE, British str., 25th March-Canton: LUCHOW, British str., 25th Mar. - Canton. MERAPI, Dutch str., 1,597, E. Uldall, 24th March-Java 13th and Singapore 17th March, Sugar-Chinese. TINGSANG, British str., 1,045, Andersen, 25th March-Chinkiang 21st March, General-

Jardine, Matheson & Co. THEATJAP, Dutch str., 2,400, P. Y. van Emmerick, 25th March-Macassar 16th Mar., General-Java-China-Japan Liju.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 25th March. Haiyany, British str., for Swatow.

Helene, German str., for Swatow, Prinz Waldemar, German str., for Singapore. Tairean, British str., for Chefoo. Tingsang, British str., for Canton. Vorvaerts, Austrian str., for Singapore. Yingchow, British str., for Shanghai.

DEPARTURES. 25th March. CATHAY, Danish str., for Singapore. -CHENAN, British str., for Canton. HONGKONG, French str., for Haiphong. HONGMOIL British str., for Amoy. KWANGLEE, Chinese str., for Canton. Lucnow, British str., for Shanghai. PHEUMPENH, British str., for Saigen.

Typeus, British str., for Shanghai. SHIPPING REPORTS. The British str. Merapi reports : Singapore to Paracel's East, fine weather, light N. Easterly wind and value sea, from Paracels to Hongkong, fine weather, fresh N. Easterly breeze and big N. Easterly swell.

VESSELS IN DOCK. March 25th.

ABERDEEN DOCK. Gymeric. Kowloon Dock. Tarlac, Venus, H.M.S. Sandpiper, Klanglung, H.M.S. Fame, H.M.S. King Alfred, Dilly, Childer. COSMOPOLITAN DOCK.—Alesia, Tjibodas.

VESSELS ON THE BERTH

FOR LONDON AND ANTWERP. THE Steamship "FLINTSHIRE,"

will be despatched as above on or about the 26th March, 1909. For Freight or Passage apply JARDINE, MATHESON, & Co, Ltd., Agents. Hongkong, 24th February, 1909.

"GLEN" LINE OF STEAMERS. FOR LONDON AND HULL.

THE Stanship

"GLENROY" Captain T. Darke, will be despatched as above on MONDAY, the 29th March, 1909. For Freight, apply to McGREGOR BROS. & GOW. Hongkong, 9th March, 1908.

FOR MANILA.

THE Steamship

"RIGEL," Captain J. Sievert, will be desputched for the above Port on TUESDAY, the 30th inst., at 5 P.M. For Freight or Passage, apply to ARRATOON V. APCAR & Co.,

Hongkong, 25th March, 1909. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA. &c.)

THE Steamship

"EMPIRE, Captain Helms, will be desputched as above on WEDNESDAY, 31st March, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

N.B.-To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in statercoms,

For Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 10th March, 1909.

THE AMERICAN AND ORIENTAL LINE. FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.) HE Steamship

"NORMAN PRINCE." will be despatched for the above Ports on WEDNESDAY, the 7th April, 1909. For Freight and Passage, apply to ARNHOLD, KARBERG & Co., Acents. Hongkong, 15th March, 1909.

FOR MARSEILLES, LONDON AND ANTWERP. Taking cargo on through Bills of Lading to all Ports in the United Kingdom and

the Continent. THE Steamship

"GLAMORGANSHIRE," will be despate' u as above on or about the 10th April. For Freight,

MATHESON & Co., LD, JARDIN Yarch, 1909

Hongkong, 18th March, 1909.

DODWELL & CO., LIMITED,

# PENINSULAR

STEAM NAVIGATION COMPANY.

	· · · · · · · · · · · · · · · · · · ·	4.2		
		or	STEAMERS	TO SAIL REMARKS
	SHANGHAI, and YOKOH	MOJI, KOBE	NUBIA Capt. F. J. Fox	About 27th Freight and Passage.
	SHANGHAI		DEVANHA Capt. W. Hayward, R.N.R.	About lat   Freight and   Passage.
+ 1.	LONDON VIA	USUAL PORT	B DELHI	Noon, 3rd } See Special April } Advertisement.
	LONDON and	ANTWERE		
	AMO, COL	PORE, PENOMBO PORT	rt. Capt. E. W. Bruce	April   Freight and, Passage.

For further Particulars, apply to

E. A. HEWETT.

Hongkong, 25th March, 1909.

Superintendent.

# VA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

	NINGPO and SHANGHAI "YINGCHOW" On 26th March, 4 P.M.
,	PAKHOI and HAIPHONG "SINGAN" On 27th March, 4 P.M. SHANGHAI "CHENAN"
	MANILA "TAMING" On 30th March 3 P.M.
	SHANGHAI. "SUNGKIANG" On 1st April, 4 P.M.
	SHANGHAI  SHANGHAI  SHANGHAI  SHANGHAI  SINGAN  CHENAN  CHENAN  TAMING  TAMING  On 27th March, 10 a.m. On 28th March, D'light On 30th March, 3 p.m. On 1st April, 4 p.m. On 1st April, 4 p.m. On 4th April, D'light MANILA  TEAN  On 6th April, 7 p.m.
	MANILA. "TEAN" On 6th April, 3 P.M.
	THURSDAY ISLAND, COOK.
	TOWN CATRING POWING
	VILLE BRISBANE, SYDNEY, "CHANGSHA" On 8th April, 4 P.M. with Transhipment for TASMANIA.
	NEW ZEALAND, ADELAIDE
	FREMANTLE and PERTH DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
	N.S. " LINTAN " and S.R. (QANTITT)
	AUSTRALIAN STEAMERS have superior accommodation with Electric Light

throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES! Cargo booked through for all Australian, New Zealand and Tasmanian Ports MANILATWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior

Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"

CHINHUA" and "LINAN") leaving every Thursday and Sunday, have excellent accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. N.B.—These Starmers Land Passengers in Shanghai at the French Bund. FARE INCLUDING WINES 340 SINGLE and 370 RETURN. These Ships Take Cargo on through Bills of Lading to all Yangtsze & North-China Ports. TELEPHONE 36.

For Freight or Passage apply to-Hongkong, 26th March, 1909.

BUTTERFIELD & SWIRE, AGENTS.

### DOUGLAS STEAMSHIP LIMITED.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

	STEAMERS	FOR	LEAVING.
•	"HAIYANG"	SWATOW, AMOY &	
:	Capt. A. E. Hodgins	FOOCHOW.	at Noon.
	"HAIMUN,"	SWATOW	SUNDAY, 28th March,
	Capt. Evans		at 10 A.M.
	Capt. Pasemora	FOOCHOW.	- )
	Capv. 1 asentora	FOOCHOW.	at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER). For Freight and Passage apply to-

> DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 25th March, 1909.

# OSAKA SHOSEN KAISHA.



REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG -SUBJECT TO ALTERATION.

 S ( )		·			* * * * * * *	4
					- 1	
FOR	· · ·	T	RE CO.'S S.S.		LEAVING	
TAMSUI VIA & AMOY	SWATOW	S Car	A U Manie		DAY, 28th 9 A.M.	•
AMOY & FO	HOCHOW.	, f " CHOS)	HUN MARU	", TUE	SDAY, 30tl	
 Et ANPING VIA & AMO	SWATUWI	"вновні	J MARU" Capt. IJICI	, WEI	D'DAY, 31at	March March
* These new St Passengers and are Unrivalled Table.	camers have fitted throug	excellent hout with	accommodation	n for Fine	and Case	nd Clas midships

† Taking Cargo on through Bills of Lading to all Yangteze and North China Ports. For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 23rd March, 1909. T. ARIMA, Manager.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) TO SAIL "YUENSANG"

\* MANILA .. Friday, 26th March, 4 P.M. "ISH'HAI. YOKOHAMA, KOBE & MOJI... "FOOKSANG" \* TIENTSIN VIA SWATOW, WEI- | "CHIPSHING" ... Saturday, 27th March, Noon. ... Sunday, 23th March, D'light HAIWEI & CHEFOO \* SINGAPORE, PENANG & CALCUTTA" SUISANG' ... Monday, 29th March, 4 P.M. SHANGHAI ...... "CHOYSANG" ... Tuesday, 30th March, 4 P.M. SANDAKAN ...... "MAUSANG" ... Wed'day, 31st March Noon. T SHANGHAI ... ..... "TINGSANG" ... Thursday, 1st April, Noon, SINGAPORE, PENANG & CALCUTTA" LAISANG"... Thursday, 1st April, 4 PM.

"LOONGSANG" Friday, 2nd April, 4 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamors "Kutsang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light, A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. ‡ Taking Carco on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang Taking Cargo on Through Bills of Lading to Kndat, Lahad, Datu, Simporna, Tawao Usukan, Jesselton and Labuan.

Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 25th March, 190). GENERAL MANAGERS.

ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK:

## SWEDISH EAST ASIATIC Co., LD GOTHENBURG.

SAILINGS FROM HONGKONG. "SUBJECT TO ALTERATION.

DESTINATION	STEAMERS DATE OF SALLING
SHANGHAI, YOKOHAMA and K	OBE "PEKING" On 28th March. OBE "CANTON" Middle of April.
For Further Particulars apply	
Hongkong, 19th March, 1909.	MELCHERS & CO.,

### **NIPPON** YUSEN KAISHA. EXTRA PASSENGER SERVICE NEW STEAMERS-

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,

EUROPEAN LINE.

COLOMBO, SUEZ AND PORT SAID. THE Co.'s NEWLY BUILT 9000 Tons Passenger Steamers WILL BE DESPATCHED

FROM HONGKONG AS FOLLOWS ATSUTA MARU - - (Capt. W. THOMPSEN) - About Wed. 7th April. MIYASAKI MARU- (Capt. W. BAINBRIDGE) About Wed. 5th May. KITANO MARU - - (Capt. F. F. Cope) . About Wed. 2nd June.

HIRANO MARU - - (Capt. H. Fraser) - - About Wed. 30th June CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

Hongkong, 18th March, 1909.

NIPPON. YUSEN KAISHA.



### NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

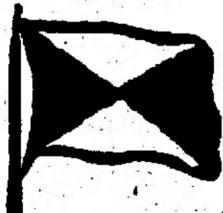
			_
DESTINATIONS.	STEAMERS.	Tons	SAILING DATES.
MARSEILLES, LONDON and	CINABA MARU		WED'DAY, 31st March
ANTWERP, via SINGA.	Cant. R. Takeda.	6189	at Daylight
PORE, PENANG,	HITACHI MARU	0	WED'DAY, 14th April.
COLOMBO, and PORT SAID VICTORIA, B.C. and	C. SHINANO MARK	6/15	at Daylight
CLATTLE VERNITHAL	Lant K Kawawa	6700	TUESDAY, 30th
MOJI, KOBE, YOKKAICHI.	) & TANGO MARII	0355	March, at Noon.
and I UKUMAMA	Usnt. S. Ishikawa	7463	TUESDAY, 13th April, at Noon.
SYDNEY and MELBOURNE,	KUMANO MARU		FRIDAY, 16th April,
via MANILA, THURSDAY ISLAND, TOWNSVILLE	VAUVADA MATRICE	5076	at Noon.
and BRISBANE	Cant T Solina	5570	FRIDAY, 14th May,
BUMBA Y via SINGAPORE	TAKASAKI MARTI	2222	at Noon, TUESDAY, 30th
and Corombo	Cant. A. Mocker	4370	March.
KOBE	CEYLON MARU		THURSDAY, 1st
FORT . I TOTAL	HARAMA MADIT	5068	April.
	HAKATA MARU Capt. T. Murai,	(101)	SATURDAY, 3rd April,
~ 11 25 11 O 11 A. I. MOUI and	II WAKAMIYA MARIT	010T J	at Daylight MONDAY, 5th
ALCIDE	Alasat III Vanas II	4421	April
NAGASAKI, KOBE and	YAWATA MARU		WED'DAY, 14th
YOKOHAMA	Capt. T. Sekine,	3817	April, at D'light.
* Omitting Yokkaichi.			
§ Fitted with Marconi's System † Through Passengers Tickets and Europe, in connection with	igened to the Deigraphy.		‡ Cargo only.
and Europe, in connection with	the CREAR MODALITY	s in the	United States, Canada

and Europe, in connection with the GREAT NORTHERN RAILWAY and Altantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, lst and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd March, 1909.

KUSUMOTO, MANAGER. [15



# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manils. Saloon amidships. Electric Light, Perfect Cuisine SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 26th March, 5 P.
RUBI	2540	R. W. Almond.	Manila	On 3rd April, Noon.
For Freight or P	assage ar	oply to		

Hongkong, 25th March, 1909.

SHEWAN, TOMES & Co., GENERAL MANAGERS.

# HAMBURG-AMERIKA HAMBURG.

### EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO. to HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediteranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OTIMITATION	HUMEWARD.
OUTWARD.	FOR MARSEILLES & HAMBURG:
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SPEZIA 31st March
S.S. BELGRAVIA 31st March	FOR HAVRE & HAMBURG:
S.S. SILESIA 15th April	S.S. JLLYRIA 3rd April FOR HAVRE, BREMEN & HAMBURG:
	S.S. AMBRIA 22nd Apri
S.S. SENEGAMBIA 10th May	FOR ROTTERDAM & HAMBURG:
CC CECOTIA	S.S. NICOMEDIA 28th Apri
S.S. ISTRIA 29th May	FOR MARSEILLES, HAVRE & HAMBUR S.S. BRISGAVIA 3rd May
FOR KORE:	FOR HAVRE, BREMEN & HAMBUEG:
S.S. NICOMEDIA 30th March.	88. SILESIA 19th May
Further Particulars, apply to-	

HAMBURG-AMERIKA Hongkong, 25th March, 1909, Hongkong Office.

# JAVA-CHINA-JAPAN LIJN

-REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of March	JAVA	Second half o
TJILATJAP	JAVA	Second half of March		March Second half of
TJIMAHI	AMOY	Second half of March		March Second half of
TJILIWONG	JAPAN	First half of	JAVA	March First half of
TJIPANAS	JAVA	First half of April	SHANGHAI	April First half of
IJIKINI	JAPAN	Second half of	JAVA	April Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

York Buildings, 1st Floor. Hongkong, 25th March, 1909.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA JAPAN PORTS, MANZANILLO AND SALINA CRUZ (MEXICO). S.S. AMERICA MARU ... ... 6000 tons gross .... Sail April 14th, 1909. S.S. HONGKONG MARU S.S. MANSHU MARU ... ... 5000 ... S.S. AMERICA MARU ... 6000 ... October — 1909. For particulars apply to

K. MATSDA, Manager,

Hongkong, 13th March, 1909.

TOYO KISEN KAISHA, York Building.

SHORTEST AND QUICKEST ROUTE BETWEEN

CHINA AND EUROPE VIA DAIREN (DALNY)

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanchengtzu), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. BRANCH RAILWAY LINES:

RYOJUN LINE-For Ryojun (Port Arthur), 2 hours from Dairon. YINGKOU LINE-For Yingkou (Newchang). I hour from Tashihehino Junction. FUSHUN LINE-For the famous Fushun Collieries from Sachiatun Junction. Antung-Hsien Line-A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passanger Steamer "Kobe Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe). RAILWAY HOTELS-"YAMATO" HOTEL (Tel. Add.: "YAMATO").

At DAIREN (Dalny), FORT ARTHUR and CHANGCHUN (KWANCHENGTZU), all managed by the Company and provided with every convenience, luxury, and TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON

and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO. FUSHUN COLLIERIES-Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN. Tel. Ald: "Mantersu." Codes: A.B.C., 5th Ed., AI, and Liebor's.

### THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. Head Office for the Far East :--

16, DES VŒUX ROAD. HONGKONG.

Japan Office: 14, WATER STREET YOKOHAMA.

THE TIENTSIN LIGHTER CO., LD. LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters L and Tugs and is prepared to undertake the discharge of steamers, and lighterage between Taku Bar and Tientsin. DOCK AND ENGINEERING YARD, TONGKU.

Estimates for all Classes of Engineering and FOUNDRY WORK, also for Docking and Painting Vessels given on application to— BUTTEPFIELD & SWIRE, Managers,

Hongkong, 18th March, 1909.

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Newspaper Advertising is the best of all publicity and the "HONGKONG DAILY PRESS" is the best medium in South China for Merchants and other business people who desire to reach the Purchasing Public.

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THE "HONGKONG DAILY PRESS' PRINTING WORKS

turn out the Best Printing at Reasonable Prices Let your Printing, Paper and Ink be as good as care and skill can make it.

### NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898.

TAVID CORSAR & SON'S MERCHANT NAVY) NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING

ARNHOLD, KARBERG & CO. Sole Agents.

NOW ON SALE.

# FOR 1909.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails, Mounted on Card

.. 30 Cents. On Paper On Sale at the Hongkong Daily Press

# CLARETS

hama, Victoria and Seattle

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		1*17.m\				5.50	
VIN ORDINA	IRE (Cotes Co	ethion)	100				
				10	50	12.50	
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ST EMILIUM	PHE CANTE	NAC .	-	. 18	.00	20.00	
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						36.00	
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# H. RUTTONJEE & SON. WINE AND SPIRIT MERCHANTS.

COMMERCIAL. EXCHANGE CLOSING QUOTATION. March 25th. Ox Loxdor :-Bank Bills, on demand Bank Bills, at 30 days' sight .....1/82 Bank Bills, at 4 months sight ... 1/84 Documentary Billedmonths sight 1976 ON PARIS :-Bank Bills, on demand ....... 2183 Credita, at 4 months' sight ...... 2223 ON GERMANY :-On demand......177½ ON NEW YORK: Credits, at 60 days' sight ......432 ON BOMHAY:-ON CALCUTTA: Henk, on demand ......1303 ON BHANGHAI:-Bank, at sight ......742 ON YOKOHAMA: On demand ...... 843 ON MANILA :- On demand-Peros-85 ON SINGAPORE: On demand .........743 ON BATAVIA :- On demand ...... Sovereicses, Bank's Baying Bate ... 811.35 QUESIDIARY COINS. Chinese ..... 20 cents pieces ..... \$8.02 discount.

Chinese .....10 Hongkong ...20 \$7.20 Hongkong ...10 HONGKONG METEOROLOGICAL. REGISTER.

Hongkong Observatory, March 25th Previous Day On Date at | On Date 10 =.10. abd p.m. 30.20 30,29 Baromoter ..... Temperature ... Wind Direction Force ... Weather ..... Rain ....

Highest open air Temperature on 24th ..... 71 Lowest open air Temperature on 24th ..... 60

# PASSENGERS.

DEPARTED. Per Kleist, for Hamburg, &c., Mr and Mrs Bremer, Mr and Mrs Beardsley and son, Mr and Mrs Puck Chandoir, Mr and Mrs L. E. Grigsby, Mr and Mrs F. H. Huffer, Mr and A. Koenig, Mr and Mrs Marsden, Mr. and Mrs J. G. Nadeau, Mr and Mrs E. Popp, Mr and Mrs -mail, Mr and Mrs Tranjes, Consul and Mrs R. T. Tebbit, Mr and Miss J. H. de Ridder, Mrs von Acken and child, Mrs Tilda Eldridge and 2 children, "Ts Lothar Marcks and children, Mrs Mirile and child, Mrs Geh. Med. Rat. Roloff, Mrs Roberts and child, Mrs Sauer and children, Misses E. Boomgardt, Feineck, Gasside, Gabriel, Flora Guinness, Hollig, Henney, Hessenauer, Keen, Rigdd, Stewart and Whittington, Rt. Hon. the Earl of Meath, Countess of Meath, Lady Violet Brahazon, Lieut. Bretting, Lieut. Jacobi, Lieut. Jobst, Lieut. v. Lieben, Lieut. Schubert, Sub.-Lieuts. v. Losch, v. Polheim and Rau, Major Freiherr v. Loen, Rev. Father E. J. McGolrich. Gonzalo Marin, Rev. Eugenio Pernan. Dr. F. B. McClintic, Dr. W. Miller, Colonel Robbins, apt. Wolf, Mesers P. Anderson, Albrecht, F. Bernhardt, Mortimer Billings and family, D. D. Cyrill, Howarth Eskine, F. Eberius, Hauptmann Eckstein, Gilson, Thos. G. Pitzgerald, E. Hose, Hancock and family, Ch. Hifting, H. J. Kuhn, Willy Keller, R. Kagawa, Kennedy, L. Klaphek, E. Manrer, ". Macgowan and family, ohr, Marschner, Marshall, Mirile, O. Nudean, C. P. Norburn, C. J. Paterson, O. H. Padderson, Stabearzt Dr. Pankstat, J. D. Ross, Richard, G. W. Stanley Smith, G. Sanders, Schmidt, Tagawa and Zabel.

HONGRONG TIDE TABLE.

Hass Water		LOW WATER.		
Weaks.		Height	Hongkoog Mean Time.	Heigh
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Bouton Rouge THE ACME OF Feiucca EGYPTIAN EGYPTIAN CIGARETTE PERFECTION. Unique in Quality and Price DISTINCTIVE These two brands, made by Messrs. Maspero Frères Sole Agents: British-American in Cairo, are a revelation Tobacco Co., Ltd. CIGARETTES Hong Kong. in Egyptian Cigarettes. A Luxury to the man of Taste DISCRIMINATING SMOKERS. IN 50's & 100's HERMETICALLY SEALED BOXES

## [314-4 SHARE LIST .- QUOTATIONS.

FROM ALL TOBACCONISTS.

HONGKONG, MARCH 25TH, 1909. CLOSING QUOTA VALUE, PAID UP. TIONS CASH. NO. OF SHARES. STOCKS. Nominal \$50 300 Alhambra, Limited ..... \$930, sellers £86. BANKS. 120,000 Hongkong & Shanghai Bank Corporation \$51, buyers 99,925 National Bank of China, Limited ...... 12/6 | \$10, buyers £12/6 3,604 Bell's Asbestos Eastern Agency, Limited ... 312 8121, sales 60,000 50,000 China Borneo Company, Limited China Light and Power Company ..... \$10 \$9.30, sellers 50,000 China Provident, Loan & Mortgage Co., Ld... Tis. 50 Tls. 120, buyers Tls. 50 COTTON MILIS. \$10 89, sellers Ewo Cotton Spin'g. & Weaving Co., Ld. Tis. 75 Tis. 75 Tis. 92. Hongkong Cotton Spinning Co., Ld ..... Tls. 100 Tls. 100 Tls. 102 International Cotton Manufing Co., Ld. Tls. 500 | Tls. 500 | Tls. 350. Laou-Kung-Mow C. Spin & Weav. Co., Ld Soy Chee Cotton Spinning Co., Limited \$6 | \$14, buyers 25,000 Dairy Farm Company..... \$50, sellers DOCKS AND WHARVES .-\$80, sellers Hongkong & Kowlcon Wharf & G. Co ... 592, buyers

50,000 10,000 55,700 Hongkong and Whampon Dock Co., Ld. Tla. 88. Tis. 100 New Amoy Dock Co., Limited Tis. 100 Tis. 100 Tls. 100 Tis. 175. Shanghai Dock and Engineering Co., Ld 32,000 \$25 | \$12, sellers Shanghai and Hongkew Wharf Co. ... 18,000 Fenwick & Co., Limited ..... 10 | 39½, sellers 400,000 Green Island Coment Co., Limited ........ 8210, bayers 7,000 Hongkong and China Gas Co., Limited ..... \$187, buyers 60.00 884 sellers Hongkong Electric Co., Limited ...... \$50 \$25 \$100 \$190, sellers Hongkong Hotel Company, Limited ..... 8100 Nominal Hongkong Ice Company, Limited ..... 10,000 all \$24 Hongkong Milling Co., Ld. (in Liquidation) ... Hongkong Rope Manufacturing Co., Limited \$1871, sales \$50 INSURANCES .-20 | \$107, sellers 10,000 20,000 Canton Insurance Office Co., Limited .... \$100 \$83.33 1 5872, buyers China Fire Insurance Co., Limited 24,000 \$315, buyers China Traders Trisurance Co., Limited ... \$250 £15 8,000 10,000 Tls. 100, sales Hongkong Fire Insurance Co., Limited \$100 | \$845, buyers North-China Insurance Co., Limited ... \$250 \$100 \$60 \$195, buyers 10,000 12,000 Union Insurance Society, Limited Yangtsze Insurance Association, Limited ibb \$100, sales LANDS AND BUILDINGS .-\$8.70, buyers Hongkong Land Invest. Agency Co., Ld. 150,000 Humphreys' Estato and Finance Co...... 50 Tls. 115. Kowloon Land and Building Company .... \$44, sellers Shanghai Land Investment Co., Limited 12,500 West Point Building Co., Limited ...... cs. 250 18/10 ₹8¼, sellers 18.000 Société Française des Charb'ges du Tonkin Raub Australian Gold Mining Co., Ld ... 25,000 Peak Tramways Co., Limited..... \$8, sellers Philippine Co., Limited ...... \$1371, sellers REFINERIES. China Sugar Company, Limited ...... 7,000 \$50 \$59, sellers Luzon Sugar Company, Limited ...... 4,000 Robinson Piano Co., Limited ..... \$10, sellers STEAMSHIP COMPANIES. \$25 \$50 30,000 \$35, buyers China and Manila Steamship Co., Ld ... 20,000 \$291, sal. & buy.

Douglas Steamship Co., Limited ........ 60,000 , 242, buyers Hongkong, Canton & Macao S.S. Co., Ld. 1 20, Suyers 60,000 Indo-China Steam Navigation Co., Ld. 54; buyers £1 2,000,000 Shell Transport & Trading Co., Limited.. 1 215, sellers Star Ferry Company, Limited ...... 10,000 \$24, tellers 6,000 South China Morning Post ..... 20,000 Steam Laundry Company, Limited ...... \$9, buyers STORES AND DISPENSABLES .-1,200 Campbell, Moore & Co., Limited ...... \$2½, buyers 12,000 Wm. Powell, Limited \$10 \$10 | \$9, buyers Watkins, Limited ..... 90,000 **\$140.** A. S. Watson & Co., Limited ..... \$100 \$100 Weissmann, Limited..... 9,000 ordy United Asbestos Oriental Agency, Limited } \$10 \ \$10, boyers Union Waterboat Co., Limited Quotation. Interest.

Value.

STEAMERS PASSED THE CANAL. March 3rd-Indrani, Peking. 6th-Goeben, Hakata Maru, Henledi, Machaon. 10th-Aragonia, Benvorlich, China (Aus), Bombay Maru, Ernest Simons, Nyanza, Tenerr. 13th-March 25th. Quotations are :--Dencalton, Pera, Persia, Yang Tozo, 17th-Benavon, Glenavon, Glenlocky, Kennebec; ... \$1,070/1,080 per picul. Silesia (Ger.). 20th-Benlarig, Bulow, Glaucus, Malwa Older ... ... Idomeneus, Tonkin. Myrmidon, Prinz Regent s1,150/1,180 Malwa V. Old Luitpold, Sanuki Mari, Wakasa Maru. 24th-Persian fine quality ... \$1,020/1,050 Persian extra fine ... \$850/900 Carnarronshire. 

Loans.

Benares New ....

Benares Old

Chinese Imperial 1886

Amount

Tis. 767,200

ARRIVALS AT HOME. March 19th-Polynesien.

Tls. 250 7 % p. annum Par.

VERNON & SMYTH, Share-Brokers.

# VESSELS EXPECTED.

French Mail of the 28th ult., and mails from London, of the 27th ult., will leave Salgon on Friday the 26th inst. at 6 a.m., and may be expected to arrive here on Monday morning the 29th inst., and will leave for Shanghai and

Japan on the same afternoon. THE AUSTRALIAN MAIL. The I.G.M. str. Prinz Sigismund left Sydney on the 11th instant at 2 p.m., and may be ex-

pected here on or about the 31st inst. THE INDIAN MAIL.

the 23rd inst.

20th instant, at 5 p.m., and is due here today at about 5 s.m.

The C.N. Co.'s str. Hupch left Haiphong on the 20th instant, and is due here to-day. The C.N. Co.'s str. Taming left Manila on the 23rd instant, and is due here to-day.

The C.N. Co.'s str. Wuhu left Weihaiwei on the 20th instant, and is due here to-day. The C.N. Co.'s str. Sungkiang left Cebu on the 23rd inst., and is due here to-morrow. The E. & A. str. Eastern left Sydney on the 13th instant, for Manila and this port (via

Queensland Ports and Port Darwin). The French str. Binhthuan left Haiphong on the 24th instant, and is due to arrive here on or

about the 28th inst. The German str. Borneo left Sandakan on Monday, the 22nd instant p.m., and may be expected here on or about Sunday, the 28th instant a.m.

The H. A. Linie str. Belgravia left Singupore on the 22nd instant p.m., and may be expected) here on or about the 29th instant a.m. The N.Y.K. str. Inaba Maru (European

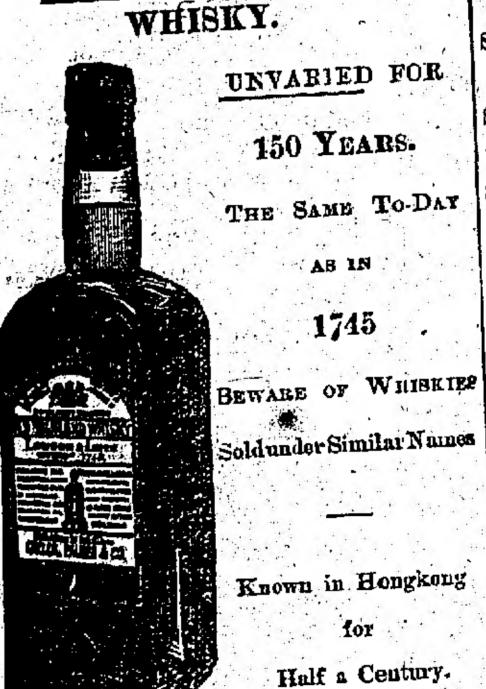
Line) left Moji for this port via Shanghai on The N.Y.K. str. Takasaki Maru (Bombay 29th inst. Line) left Kobe for this port via Moji on the

22nd instant, and is expected here on the 30th The N.Y.K. str. Wakamiya Maru (Bombay Line) left Bombay for this port via Singapore on the 12th instant, and is expected here on the

The N.Y.K. str. Tango Maru (American) Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 22nd instant, and is

expected here on the 4th prox. The C.N. Co.'s str. Changeha left Sydney on the 10th inst., and is due here on the 4th prox.

### JOHNSTONE'S NAPIER BOTTLE " "SQUARE



SOLE ACENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS. [52

ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1908. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS"

Hongkong, 21st January, 1909.

# SHIPPING IN PORT.

STEAMERS.

ALBSIA, Gorman str., 3,376, Ernst, 1st March -Portland 28th Jan. and Moji. 25th Feb., . Flour-Portland Asiatic Steamship Co. AMARA, British str.; 1,565, Matteck, 22nd Mar.
—Hongay 20th March, Coal—Jardine,

Matheson & Co. BANGKOK, German str., 1,920, F. Nicolaisen, 19th March-Bangkok 9th March, General -Chinese.

BOURBON, French str., 997, Le Bail, 16th March-Snigon 12th March, Rico-( hinese.

CEYLON MARU, Japanese str., 5,068, F. L. Pyne, 24th March Moji 19th March, Coal and General—Nippon Yusen Kaisha. CHENAN, British str., 1,350, J. H. Brown, 24th March—Shanghai 20th March, Geneal— Butterfield & Swire.

CHINHUA, British str., 1,349, A. Harris, 21st March—Shanghai 18th March, General— Butterfield & Swire.

CHIPSHING, British str., 1,199, F. Mooney, 20th March—Teintsin 11th March, General— Jardine, Matheson & Co. CHIYUEN, Chinese str., 1,177, C. Stewart, 22nd

March-Shaughai 18th March, and Amoy 21st March, General-Chinese. CHOWTAI, German str., 1,115, W. Möllermann,

23rd March-Swatow 22nd March, Rice & Wood-Batterfield and : wire. EMPRESS OF JAPAN, British str., 3,039, H. Pybus, 19th March Vancouver, B.C 24th

Feb., Mails and General-C. P. R. Co. ERROLL, British str., 2,889, L. James, 28th February—Bangkok 21st Feb., Ballast— Dodwell & Co.

FAUSANG, British str., 1,410, H. S. Malkin, 23rd March-Saigon 18th March, Meal, Rice & General-Jardine, Matherson & Co. FOOKSANG, British str., 1,987, T. A. Mitchell, 24th March-Singapore 17th Mar., General

-Jardine, Matheson & Co. FUKURA MARU, Jap. str., 1,946, S. Kumawaki, 13th March-Moji 8th March, Coal-Matsu Bishi Goshi Kaisha

GLENFARG, British str., 2,350, H. R. L. Holman, 22nd Mar .- Shanghai 19th Mar.,

General-C. P. R. Co. The M.M. str. Ernest Simons with the HAIYANG, British str., 1,362, Hodgins, 24th General-Doughs, Lapraik & Co.

HANOI, French str., 742. J. Pannier, 23rd March-Haiphong and Heihow 22nd Mar., General-A. R. Marty & Co.

HELENE, German str., 771, J. Jessen, 22nd March—Haiphong and Hoihow 21st Mar., General-Jebsen & Co. HINEANG, British str., 1,536, Smith, 22nd

March-Hongay 18th March, Cement and Coal-Jardine, Matheson & Co. and the Straits left Singapore for this port on the 23rd inst.

The P. & O. str. Nubia left Singapore on the Joshin Manu. Jap. str., 702, H. Murayama, -Osaka Shosen Kaisha.

Knivsherg, German str., 646, Henk, 23rd arch Pakhoi 19th March, Sugar and General-Jebsen & La.

Kumenic, British str., 4,006, J. Mathie, 24th March-Victoria B.C. via ports 21st Mar., General—Dodwell & Co. KWANGIEE, Chinese str., 1,468, Froberg, 24th

March Shanghai 21st March, General KWANGSE, British str., 1,228, Hards, 22nd Mar.

-Shanghai 18th March, General-Butterfield & Swire. LAERTES, British str., 2,904, Evans, 21st. March-Amoy 20th March, General-

Butterfield & Swire. LOOSOK, German str., 1,020, G. Schultzen, 21st March-Bangkok 14th March, Rice and

Salt-Butterfield & Swire. MARIE JEBSEN, German str., 1,356, Pederson, 7th March-Suigon 25th February, Rice-

Jebsen & Co. the 22nd instant, and is expected here on the MAUSANG, British str., 1,644, G. S. Weigall, and General-Jardine, Matheson & Co.

Mongolia, American str., 13,638, Henry E. Morton, 15th March-San Francisco 16th February, General-P. M. S. S. Co. PETCHABURI, German str., 1,373, Wolff, 22nd.

March-Bangkok 15th March, Rice and 'Fimter-Butterfield & Swire. RINZ WALDEMAR, German str., 1.737, F. Tseke, 24th March-Kobe 17th March,

General-Melchers & Co. PROGRESS Norwegian str., 1,641, Schjervig. 22nd March-Pulo Laut 11th March, Coal \_A. Thoresen & Co.

IGEL, American str., 1,758, Forge Lievert, 23rd March-Manila 19th March, Sugarrratoon v. Apcar. SAXONIA, German str., 4,350, F. Bahle, 13th

Mar .- Amoy 11th March, General-Hamburg-Amerika Linie. SHINANO MARU, Jap. str., 6,387, K. Kawara. 21st Mar.—Shanghai 18th March, General

-Nippon Yusen Kaisha. Suisand, British str., 1,785, W. D. Welsh, 21st March-Calcutta and Singapore 13th March, General Jardine, Matheson & Co.

SZECHUEN, British str., 1,142, Sidford, 16th March-Wuhn 7th March and Shanghai 13th March, General—Butterfield & : wire. TAIWAN, British str., 1,042, F. C. Everett, 19th March-Chefoo 14th March, Beans & General-Chinese.

TENYO MARU, Japanese str., 7,265. E. Bent, 23rd March-San Francisco 26th Feb., General-Toyo Kisen Kaisha. THORDIS, Norwegian str., 1,030, J. Jorgensen,

5th March-Moji 1st March, Salt Herrings and General—Jardine Matheson, & Co. TJIBODAS, Dutch str., 2,953, O. Zwart, 14th March-Kobe 7th March, General-Java-

China-Jepan Lijn. VENUS, American str., 608, G. Bentreria, 26th Feb.—Mauila 24th Feb.—Jorgo & Co. VORWAERTS, Austrian str., 5,999, B. Bodwarg,

24th March-Shanghai 21st March, Bander, Wieler & Co. Yingchow, British str., 1,215, W. Fraser, 23rd. March ourabaya and Probolingo 13th

March, Sugar-Butterfield & Swire. YUENSANG, British str., 1.128, P. H. Rolfe, 22nd March-Manila 19th Merch, General -Jardine, Matheson & Co. ZAFIRO, British str., 1.629, R. Rodger, 23rd

March - Manila 20th March, General-Sliewan, Tomes & Co.

BAILING VESSELS.

LYNDHURST, British 4-mested barque, 2,500 Parnell, 14th September-Bangkok 25th August, Case Oil-Standard Oil Co

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